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302 • August 1998

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Taking It Easy

A freelance Bigfoot investigator and camper went to a remote area in Canada's Northwest Territories alone to research the legendary beast. At 4 a.m. on his first night in the field, after hearing what he described as **"pitter-patter sounds"** outside his tent, he set off an emergency beacon, summoning a rescue plane from Toronto to pick him up at a cost to taxpayers of about $8,500.

I always think there just can't be another lawsuit weirder than the last. Well, here's one. A bowler filed a $50,000 lawsuit against a bowling alley after a piece of popcorn that was stuck in her shoe caused her to lose her balance during her approach, sending her sprawling on the lane just behind her ball. She claimed the alley should have posted **warnings about popcorn** on the floor. (Well, at least it wasn't a $50,000,000 suit.)

A group of buddies was drinking beer and firing guns from the rear deck of a house owned by one of them. They were firing at a raccoon that was wandering by, but the beer apparently impaired their aim, and despite the estimated 35 shots the group fired, the animal escaped into a 3-foot diameter drainage pipe some 100 feet away from the deck. Determined to terminate this creature, the owner of the house got a can of gasoline and poured some down the pipe with the intention of smoking the raccoon out. After several unsuccessful attempts to ignite the fuel, he emptied the entire 5-gallon fuel can down the pipe and tried to ignite it again but to no avail. Well, he just couldn't bring himself to admit defeat so he decided to slide feet-first approximately 15 feet down the sloping pipe to toss the match. (Now don't get ahead of me.) Well, the rapidly expanding fireball propelled him back the way he had come, although at a much higher rate of speed. He exited the angled pipe **"like a Polaris missile** leaves a submarine," according to one of his friends, onto his front lawn. Amazingly, he suffered only minor injuries. The guy who made the trip said, "It was actually pretty cool, like when they shoot someone out of a cannon at the circus. I'd do it again if I was sure I wouldn't get hurt." (No one seems to have reported the raccoon's fate.)

In Saudi Arabia some new parents were threatened with arrest if they didn't come to the hospital to pick up their septuplets, since they no longer needed hospitalization. The husband has **two other wives and nine other kids** and didn't think he could support the additional seven offspring. As to his wife, she had taken a fertility drug to regulate her period and had definitely not counted on the resultant outcome. (Do you suppose they hoped the hospital wouldn't notice and just keep right on feeding them until they were able to walk out on their own?)

He shot himself in the left shoulder with a rifle "to see how it felt." When the ambulance was called to his house a second time, he told them that because the first shooting **"felt so good,"** he had to do it again.

How's this for rationale? The stepson of a Pentecostal minister led his seven accomplices in prayer, asking for God's protection just before they set out to knock off a jewelry store. When he was indicted, he said that they were going to do **bad things** but that they were not bad people.

On the subject of holiness, a self-proclaimed "knight of God" was committed to a psychiatric center after he assaulted a 22-year-old tour guide whose **breasts he thought were too big** to serve God because they made her look like a prostitute.

Now I've heard of avid fishermen, but the Russians definitely define the word "avid." One 54-year-old angler, who said he had fallen many times into the black water of the Moscow River in winter, sat in zero-degree weather with a line in each hand, perched over small holes, all day long, with no fish to show for it. He said, "Isn't this great! This is not about what you catch. **It's about total relaxation."** And last year when 75 fishermen were swept away on a platform of ice and were rescued nine hours later by helicopter, fights broke out over which ones got to be the last ones aboard so that they could remain fishing even longer.

There was an Impulse To Collect Show (yes, that's what I said) at a state university that had on display, among other things, rat droppings following their ingestion of some oil paints, a **collection of 696 toothbrushes** (each cataloged on 13 attributes), and a collection of items containing red X's. Among the exhibits rejected were a huge mass of dryer lint, an assortment of cat snot on slides, and a 15-year collection of umbilical cords.

We've all heard of those people affected by road rage. Well, it seems rage has extended beyond the road. This one we call "rain rage." Two men passed in the rain, **and their umbrellas accidentally touched.** One man then aimed his umbrella at the other's face and thrust the tip through his eye, piercing his brain, sending him to the hospital in critical condition.

Here's a quick thinker. A guy told a meeting of government employees that he was actually a workaholic, although his image was that of being lazy. The various **photographs of him dozing off** during official meetings are not accurate, he said. "Most of the time I'm in deep thought about various welfare programs for the people."

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 302 • AUGUST 1998

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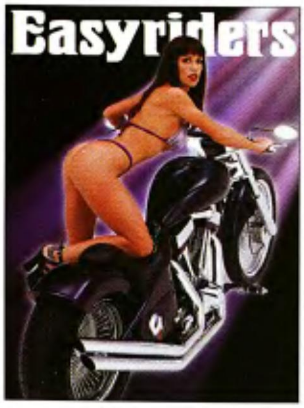

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Cover photo of Heidi on George Sepulveda's show-winning Special Construction by Raiko Hartman. Special effects imaging Todd Kidder.

The next liver-quiverin' issue goes on sale July 28, 1998. **Printed in the USA.**

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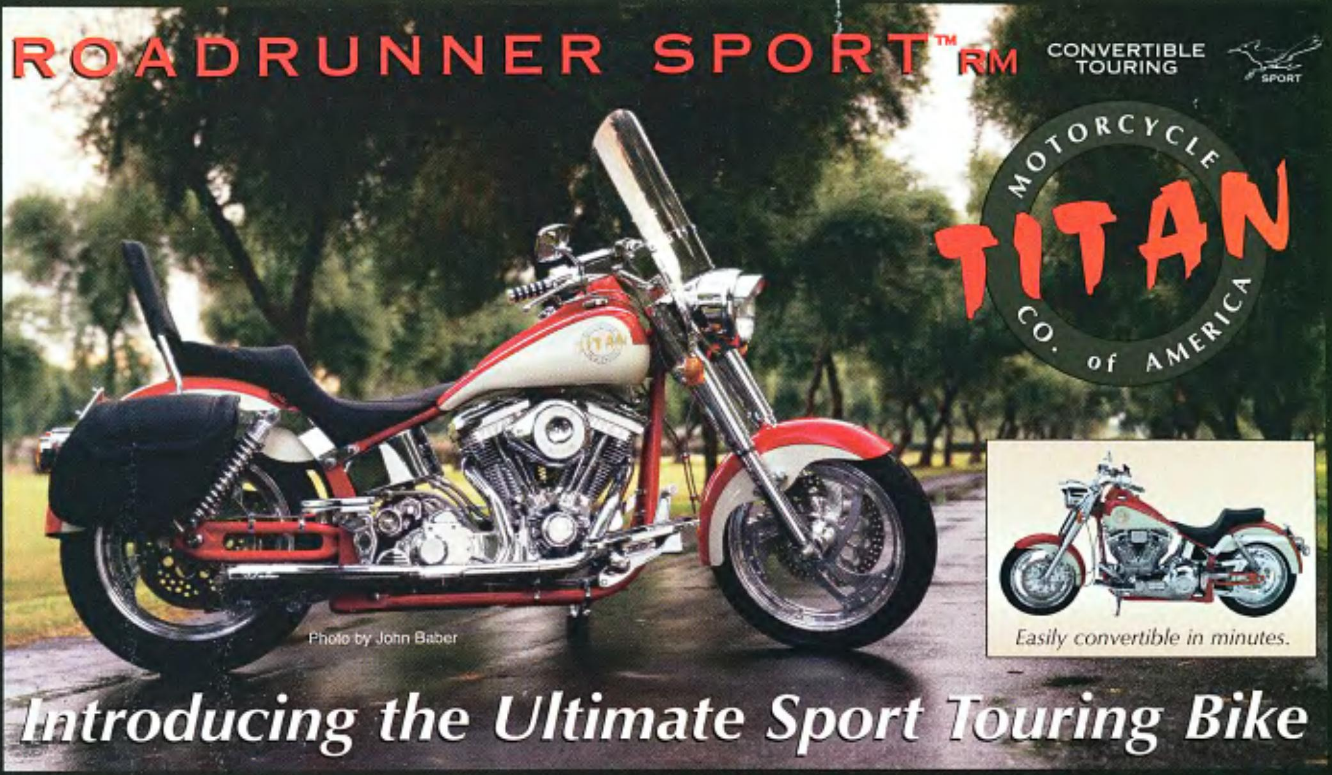

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WordMonger

A Good Experience

My mother recently told me of an experience she had with those so-called "bad-ass bikers."

After sitting on the side of the road for more than an hour while "Joe Citizen" kept passing by, about half a dozen "bad-ass bikers" stopped and asked my mom if they could help. Not knowing the area, she cracked the window and said she didn't know. So the "bad-ass bikers" looked at her car and told her the water pump was shot. Two of them went into the nearest town, got her a water pump from a junkyard, and put it on. When she tried to pay them, they said they were just happy to help and sent her on her way.

Whoever those "bad-ass bikers" were, thanks is not enough.

Germ
Gulfport, Mississippi

I'll confess. It was the Easyriders *crew.*

Whatdafuck!

Do you morons have blurred vision on the natch or did those acid tabs you dropped just kick in? If I want to look at psychedelic tits and ass, I would have bought a comic book. Next time you do an exotic dancers guide, lay off all that exotic shit you're taking for a day or two.

Shotgun
San Fernando, California

Didn't you get the free 3-D glasses?

Oops!

Parts Box in issue #299 (May '98) had an incorrect phone number under "Bird's Lid Lines." The right number is (800) 432-6824.

Another Oops!

I'd like to bring to your attention a misprint in the April '98 issue. In Rip's Run, regarding the run and bike show in Maui, Hawaii, page 106, the article states that Dave Sacco won the Best of Show. The winner of Best of Show was George Katsikas with the BAD ASS bike. The BAD ASS also took first in the Custom Class. Since your readers are familiar with the BAD ASS bike, I'm sure you'd like to do right by George and your readers as well.

Cynthia F. Katsikas
Kihei, Hawaii

The promoter gave Rip the wrong info.

And While We're At It

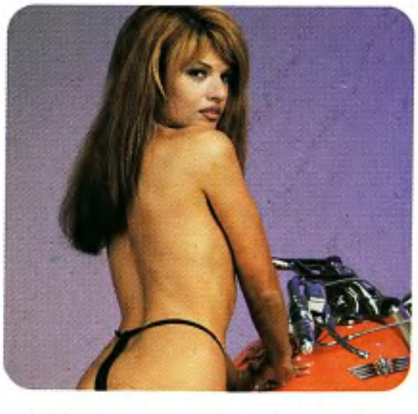
Rip asked us to print the following:

Rip's not perfect. He tries to do the best he can, but those old dead brain cells sometimes get in the way. He'd like to rectify a situation and make an apology. In the April issue (#298) on page 105 he put the wrong

caption under the lower left hand photo. The lady that Mike has his arm around is not his wife; she is a good friend and sister. Her name is Nona. Mike is the president of Koa Puna MC in Maui, and his wife's name is Doreen. Rip wants to apologize for any inconvenience and embarrassment he may have caused to all parties concerned.

He's In Love

This is the first time I've written to you, but I had to say thank you for the beautiful women you show us. Number one in particular is Lisa on the April '98 cover. You guys outdid it with Lisa. As soon as I saw the cover, I knew I was



going to need a drool bib. It's hanging in the 18-wheeler I drive.

Wile E. Coyote
Buffalo, New York

The drool bib?

Let's Hear It For Sportsters

I have a bone to pick concerning Sportsters. I've heard people call the Harley-Davidson Sportster a "girl's bike." I've even heard bikers say things like, "It's not even a real Harley." Little do they know.

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I will be restoring a 1984 XLS Roadster and would like to see some custom Sportsters in future issues. The Sportster is not just for girls. For those of you who think it is, pull your head out of your ass and do a little reading—you might learn something.

Brian R. Chevalier
Dover, New Hampshire

Damned right. Sportsters aren't just for girlie men!

Straighten Him Out

I got out my magnifying glass to look at this year's calendar and noticed the dates you list for Biketoberfest were October 15-18. But *Hog Tales* lists them as October 22-25.

Please check the dates and print them in the next issue so I can work on reservations.

J.D.
Trenton, New Jersey

The correct dates are October 22-25.

Setting Us Straight

I realize things are pretty casual at the office over there, but you guys must have gotten into something extra special when you wrote the "Charge It, Part Two" article in the April issue on page 136.

Although informative in lots of ways, since when is an ammeter aka a continuity tester? Also, if you "hook up an ammeter in series with a battery" and it doesn't blow up in your face, consider yourself lucky. It happened to a friend of mine, and he lost an eye.

Next time, follow the instructions on the pill bottle. If you read it upside down, it can look like 4-6 tablets every hour, but it's usually the opposite.

Between you and me, here's how you check out a generator. Take the F wire off the generator, start the bike up, hold a little idle and ground the F wire. Watch your headlights and rev it up a little. Too much will fry all the bulbs plus your points slightly. If they flare up, the generator's good and the regulator's shot. If not, it's the generator.

Kull
Hyannis, Massachusetts

It's NOT 4-6 tablets every hour?

Fill Him In

I gotta have more info on those clean, flexible Goodrich oil lines used on Larry Page's bike (May 1998). You know—the ones with the 5/16-inch outside diameter and the 3/8-inch inside diameter? That's some fuckin' trick! I've fried the few remaining brain cells I had over a fifth of Jack Black, and I still can't figure out how they do it. Come on, fill me in!

Scuz Dog
Aurora, Indiana

Call Donnie Smith at (612) 786-6002.

We Missed One

I was looking through the May '98 issue and noticed in the *Exotic Dancer Guide* that you left out a really damned good place. It's in Waikiki, Hawaii, and it's called Exotic Nights, 909 Halekauwila St., Waikiki, HI 96815, (808) 596-8283.

C.L.
Florissant, Missouri

Thanks. We've added it to the list.

Long Haul Additions

In your April '98 issue on page 111, in the "Packin' For The Long Haul" article you asked if anything was missing. Soap, a bar of soap, the quick fix for a gas tank leak. I'm sure I won't have to explain, but if you need it, get the personal touch from a bro who knows. Also, vice grips and cable quick clamp.

You guys have a good rag and have made some improvements since I dumped your issues from my reading in '88. I like to draw from the photographs and am going to be busy for a while with this issue. Thanks.

Mark A. Gowin
Tucson, Arizona

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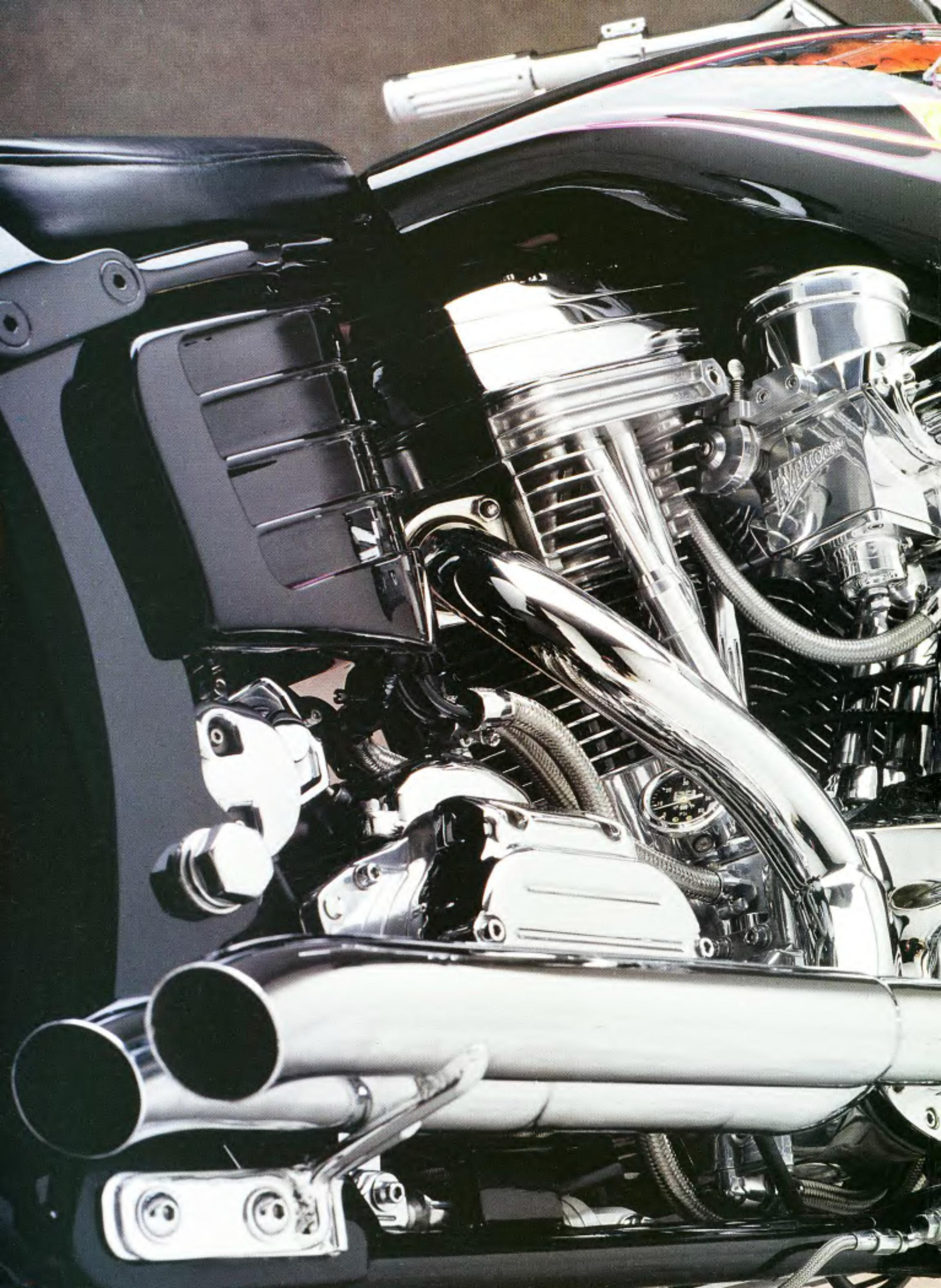


Blasting through the crisp New Jersey air on his custom Triumph, 17-year-old George Erlich had a vision of the ulti-

SHORT

mate custom cruiser dancing in the dreamscape of his mind. He knew the bike would be a big twin, a Harley, and it had to be low and lean, fat and sassy,

SWEET

short and sweet. The love of straddling a roaring engine and jammin' in the wind kept George's dream alive through good times and bad, even though the image that burned into his imagination took some 25 years to become a reality. →

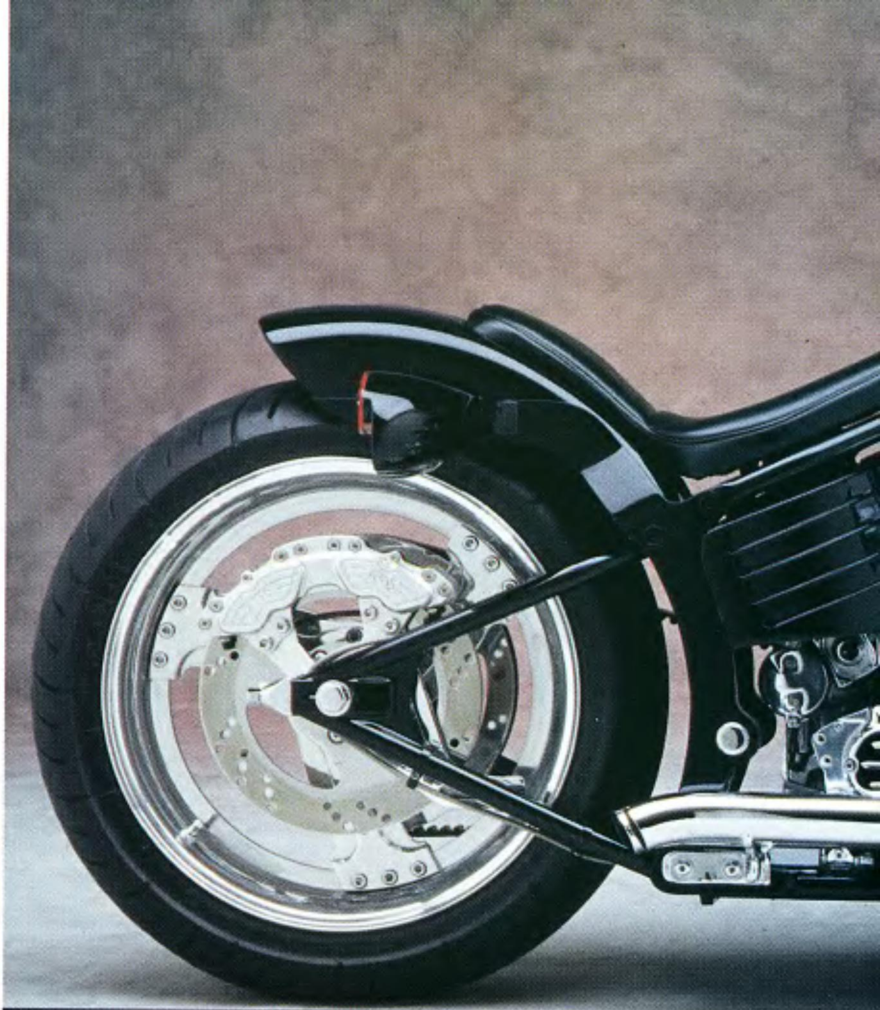
George Erlich's Dream Softail

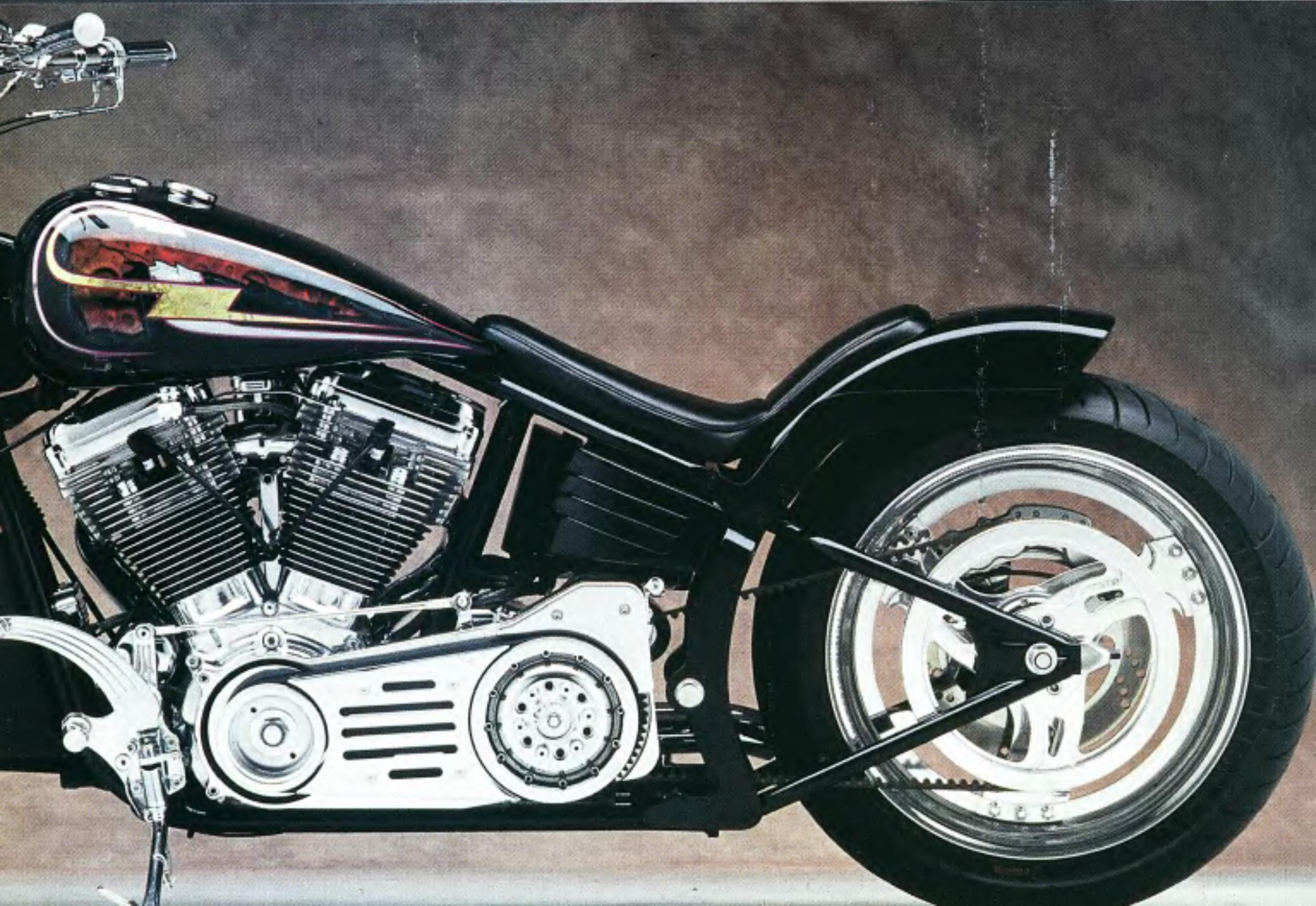
"I have to credit my brother, Benny, for getting me back into riding and inspiring me to create this bike," George says. "My brother owned Benny's Luncheonette and he had a good year in '92, so he bought himself three brand-new Harleys." Benny was happy to let his brother borrow his Fat Boy, Heritage, or Softail custom whenever he needed to relax and get out on the road. We all know the fever that builds to insatiable proportions when you throw your leg over some Milwaukee iron. Soon, George bought Benny's Softail Custom, giving the bike a different look, customizing the engine and tranny, and adding a custom paint job.

"As long as I can remember, I've wanted a totally unique motorcycle, a true one-of-a-kind creation of my own design. With the Softail, I knew I had the makings of my dream bike," he says. George's dream meant that every piece of the bike would have to be fabricated from scratch, so he got in touch with an old friend and master sheet metal wizard, Pete Swan of Swan Fabrication in Virginia Beach. "Pete can do absolutely anything with sheet metal, and this was the first custom bike he had ever built," George explains.

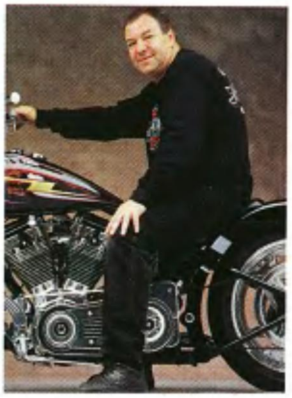
George and Pete sat down with a pile of *Easyriders* back issues for inspiration and began sketching. After endless hours poring over the details of some of the best custom bikes on the planet, George's short and sweet dream ride emerged from the customizing ether. Pete took the drawings, magazines, and George's tanks, fenders, and oil bag, and he disappeared into his wizard's workshop. The stock front fender was shortened, and the 5-gallon tanks became one with an ingenious Custom Chrome speedo embedded topside. Louvered fins were created in the oil tank to resemble a Ferrari Testarosa, and many parts such as the headlight, taillight, handlebars, license plate, spoiler, and rear fender, with its hidden struts, were hand crafted entirely from scratch. After 133 hours of spare time, blood, and sweat, willing the metal to do his bidding, Pete finally emerged. Eight months had passed and George was hopping around on pins and needles waiting to ride his vision come true. But there was more work yet to do.

The custom seat pan went to Custom Corner in Clifton, N.J., while United Collision blew on the basic black PPG paint. Joe Sulpy of Andover, N.J., designed and executed the dazzling goldleaf graphics. Every part was fitted and refitted with tender loving care. Nineteen long months after the project began, George started up his short and sweet Softy and listened to that →





soul-stirring V-twin thunder. You can bet it was worth the wait.



George would like to give thanks and credit to his pa- in-law at H-D of Charlotte, his wife, Karen, and his kids, Laura and Jennifer, for their unending patience. "They put up with my aggravation and stress as I ran from the machine shop to the fabricator to the chromer, over and over again."

George's bike building philosophy? "My motto is that there are some beautiful bikes out there and no matter what you do, there's always a nicer-lookin' ride. The main thing is to create something that embodies your own ideas and dreams and make it work for you." We couldn't agree more, George. Perhaps that's why your scoot won Best Specialty Class at the *Easyriders* Bike Show in Philadelphia.

—Phantom

Owner: ....George Erlich
City: ....Fair Lawn, New Jersey

General
Fabrication: ..Pete Swan, Virginia Beach
Year/make: ....1995 H-D
Model: ....FXSTC
Assembly: ....owner/Jon Geary
Chroming: ....G&H Plating

Engine
Year/model: ....1992 Evo
Rebuilder: ............T.P. Cycle Engineering
Ignition: ....Karata Vertex magneto
Displacement: ....89 cubic inches
Lower end: ....S&S
Pistons: ....S&S, 10.5:1
Cases: ....H-D
Heads: ............T.P. Cycle Engineering
Cam: ....Andrews EV-57
Carb: ....Carl's Typhoon
Pipes: ....Doug's Street Shop
Modifications: ..balancing by T.P. Cycle Engineering, S&S lifters

Transmission
Year: 1992
Modifications: ......S&S engine sprocket, BDL belt drive, RC Comp wheel sprocket, Andrews gears

Paint
Molding: ....United Collision
Painter: ....United Collision
Color/type: ....black/PPG
Special paint: .....graphics by Joe Sulpy

Frame
Year/builder: ....1995 Atlas
Type: ....Wide Drive
Modifications: ....38-degree rake, 3-inch stretch

Accessories
Bars: ....Pete Swan
Handlebar controls: ....Perf. Mach.
Headlight: ....Pete Swan
Taillight: ....Pete Swan
Speedo: ....Custom Chrome
Pegs: ....Accutronix
Foot controls: ....Accutronix
Electrics: ....Jon Geary
Gas tank: ....Pete Swan, www.choppersupply.com
Oil tank: ....Pete Swan
Oil system: ..........T.P. Cycle Engineering
Seat: ....Pete Swan/Custom Corner
Mirrors: ....none
Grips: ....Ness

Forks
Type: ....wide glide
Builder: ....H-D/Pro-One
Modifications: ....2 inches under, Pro-One lowers, Accutronix triple trees

Wheels

Front
Type: ....RC Components
Size: 21-inch
Tire: ....Metzeler
Brake: ....AMS, Switzerland

Rear
Type: ....RC Components
Size: 18-inch
Tire: ....Metzeler
Brake: ....AMS, Switzerland

Photos: ....Michael Lichter

BEST SPECIALTY
Easyriders Bike Show Tour Philadelphia, Pa., December 13, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

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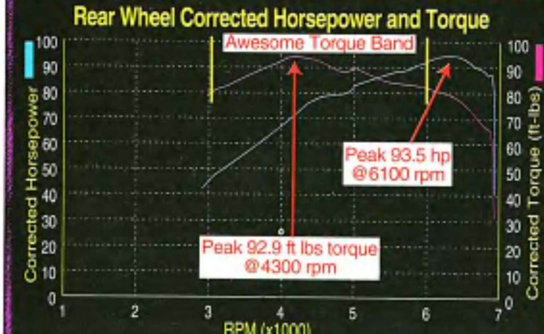

Test conducted on 1990 FXR-80 cu. in. Stock bore, stock stroke, stock flat top pistons, V-Thunder™ EVL-3030 cam, Mikuni® 42 Carb., and 2 into 1 exhaust.
Dyno runs provided by Ray Price Harley Davidson® Raleigh, NC on a Dynojet® Dynomometer.

Flow Data
Tested @ 28 inches on Super Flow 600 with stock unported manifold.

Valve Lift	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700
F.Intake cfm	65.7	133.5	183.0	223.2	240.0	253.2	264.0	273.0	276.0	280.8
F.Exhaust cfm	54.6	120.8	152.6	171.7	181.3	186.7	194.0	197.2	200.3	201.9

Flow data provided by Ultra Pro Machining, Charlotte, N.C.

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PartsBox

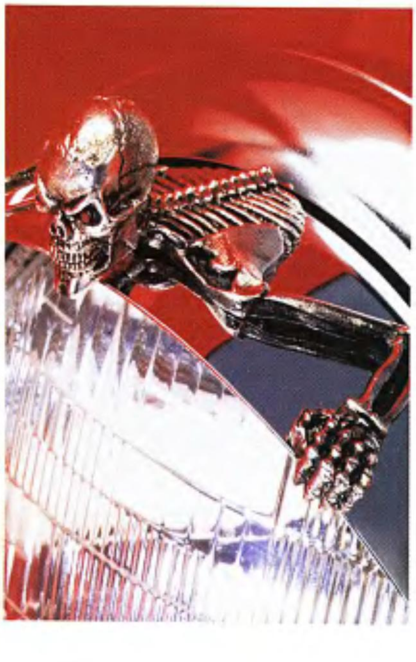
Sturgis Print

Eric Herrmann's new limited-edition print, *Sturgis III, The Canyon Ride,* says it all, from finding your way in the Black Hills, to touring excellence on a dresser. The image was conjured up dur-

ing a morning ride through Spearfish Canyon. To bring Sturgis home in the form of a classic print, drop a note to 3945 E. Waltann Lane, Dept. ER, Phoenix, AZ 85032, or call (602) 482-1421, fax: (602) 867-8841.

Headlight Pilot

This sinister devil is the latest creation from Scott Alsedek of Mother's Custom Cycles. All Mother's products are available with ruby eyes and your choice of chrome or 24k gold. Mother's products are available through Chrome Specialties, Drag Specialties, Nempco, and Mid-USA. You can check out their whole product line at www.motherscustomcycles.com.



Lockdown

Tired of parking your cage in front of the garage door and setting the shotgun booby trap system near your scooter every night? Here's a little device that may help ya sleep. The Maximum Security Lockdown comes in three different models to accommodate any lock or chain. It bolts to the cement or any other solid surface of your garage, carport, truck bed ... anywhere you store your ride. And it will stay put, even if chained and pulled by a 454 big-block Chevy. For more info contact Taffnackles Engineering USA, Dept. ER, 110 E. Hotchkiss Ave., Hotchkiss, CO 81419-0216, (800) 662-8628.

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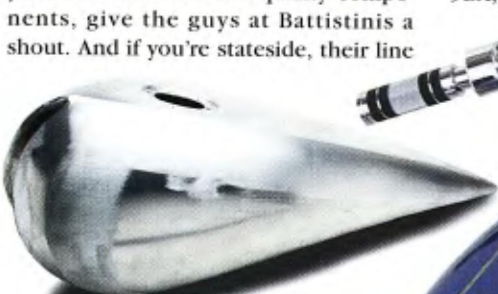
The Talon is a one-piece cast aluminum wheel that's heavy on design and styling but light on cost—starting at $495 polished and $745 chromed. The Talon is one of four designs (Talon, Spokester, Smoothy, Starfighter) brought to you with the same dedication to quality as all of RC's other products. They are available in 16-inch and 21-inch sizes. For more information contact RC Components, 140 Hunters Ct., Dept. ER, Bowling Green, KY 42101, (502) 842-6000, fax: (502) 842-9527, www.rccomponents.com.

Aluminum Style

There are a couple of guys in England who began with a shop and now build and distribute parts all over Europe. If you're abroad and need quality components, give the guys at Battistinis a shout. And if you're stateside, their line



of aluminum gas tanks is available through Arlen Ness. This is their latest handcrafted gas tank, which will fit almost any model of Harley. To get the straight dope call Arlen Ness at (510) 276-3303 or contact Battistinis Custom Cycles, Dept. ER, 6-7 Grand Parade, Poole Rd., Westbourne, Bournemouth, Dorset BH4 9BA, 44 (0) 1202 762404.

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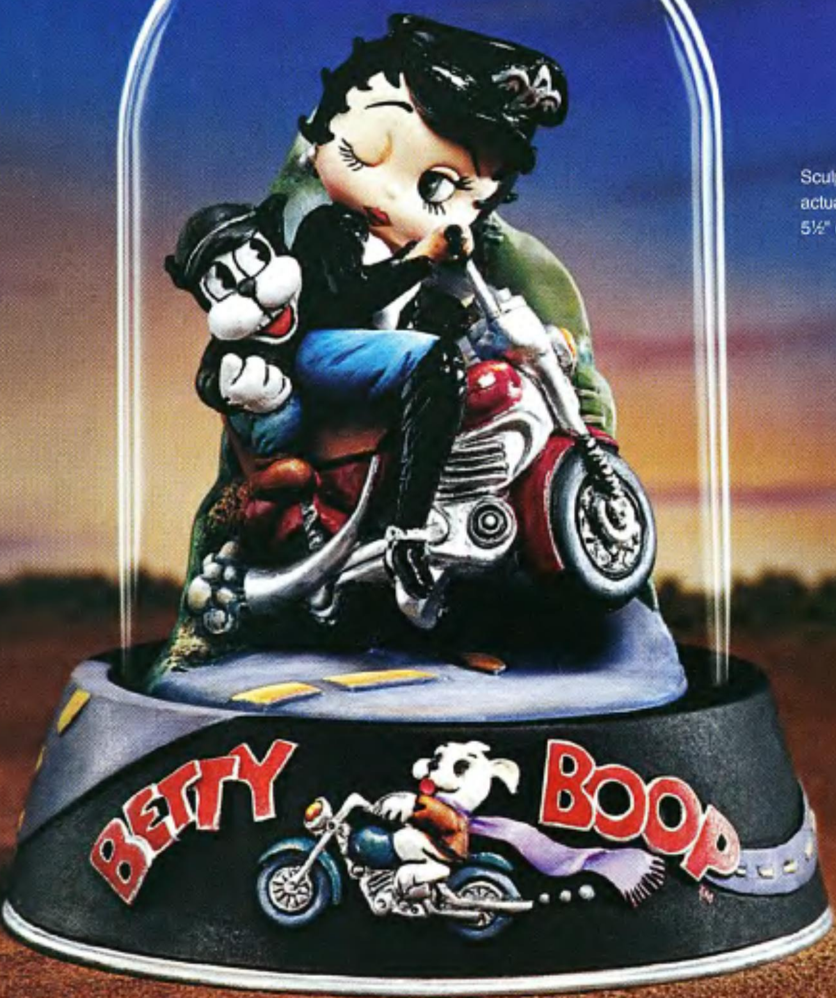

Sculpture shown actual size of approximately 5½" (13.97 cm) in height.

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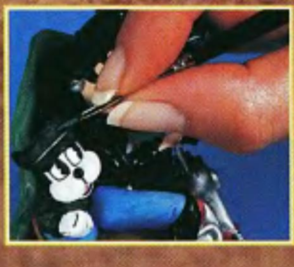

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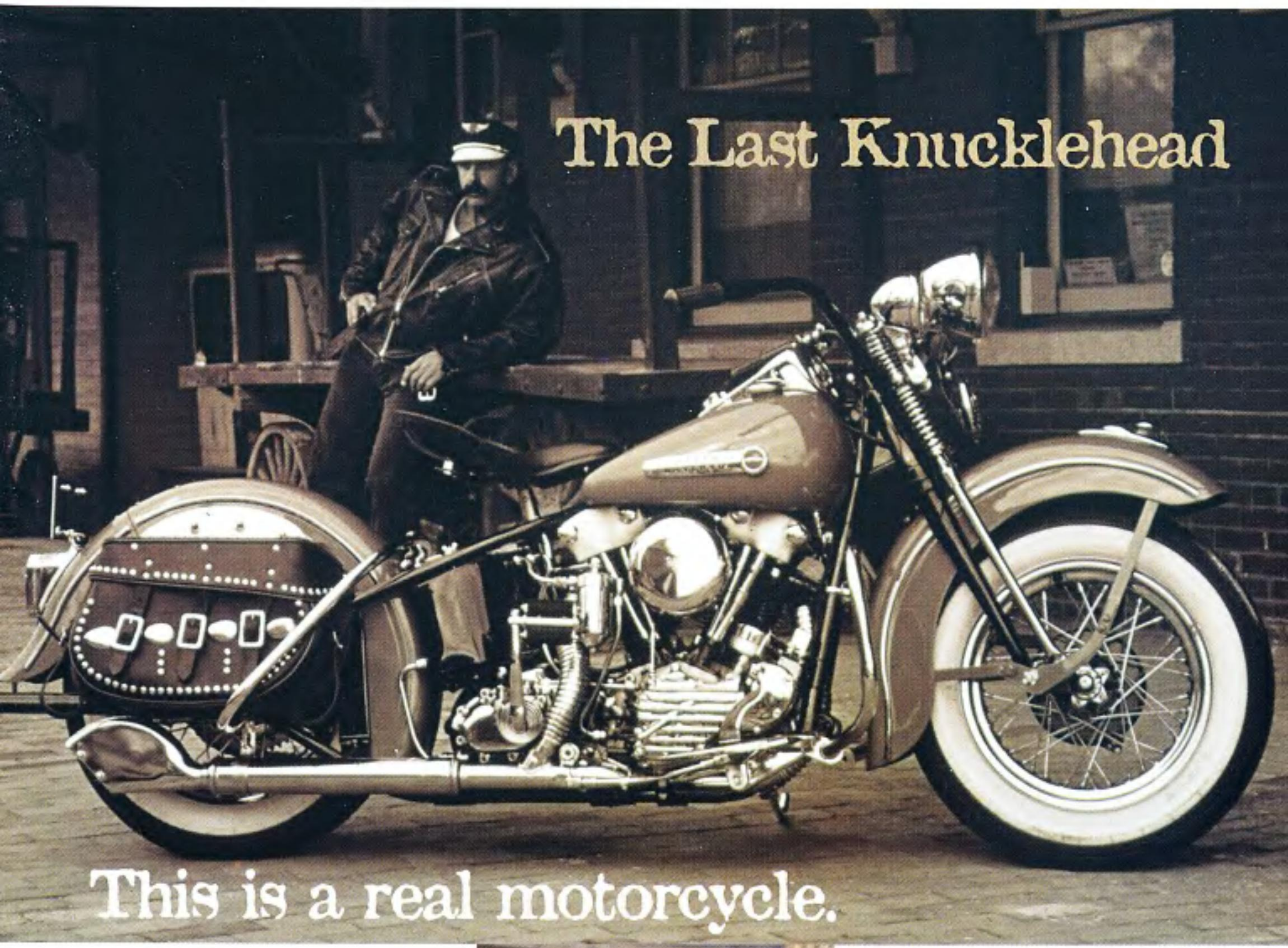


The Last Knucklehead

This is a real motorcycle.

We've all seen restorations over the years. Most are restored to varying standards. Some are never finished. The enthusiast begins in earnest but soon loses interest when it becomes apparent that completion is going to be very expensive and may take a lifetime.

Howard Blumenfeld is a motorcyclist first and foremost, a photographer by profession. He shoots lots of models and motorcycles and is no stranger to *Easyriders* magazine. This was to be his first restoration. And while he did not realize what he was getting into, he was committed to seeing it through to completion. Howard's 13-year-old son, Jeffrey Michael, was really excited at the thought of rebuilding a classic Harley with his dad. Howard has Jeffrey's initials, JMB, tattooed on his arm and lettered on the rear fender of the Knuckle. Ultimately, Jeffrey will be the recipient of the Harley.

A chance lead took Howard on a journey into a tenement basement to view the old Knucklehead bones that had been stored for 25 years. After seeing the Knuckle in such deplorable condition, he decided that he would spare no cost in bringing it back to its former glory. This meant sometimes refusing triplicates of misrepresented junk parts. Howard was to discover that chrome platers and powdercoaters have varying standards. And the process of refusing, replating, and repowdercoating parts was repeated over and over. Howard's advice to other builders is to spend more with the high-end, high-quality producers *once*, rather than waste time and energy chasing down the companies promising low prices, which often translate into low quality.

The two-year restoration odyssey climaxed with the classic machine being displayed on a rotating platform as a centerpiece for the Baltimore →

International Motorcycle Show at the invitation of the show's promoters.

Howard's stable includes a supercharged 1990 dresser and a 1972 Low Rider. His plan for resurrecting the 61-inch Knuckle was to do all the legwork, parts procurement, and historical research himself. The mechanical duties were turned over to the Cycle Shack in Randallstown, Maryland. Owner Bob Kunkel, Slade, and Paul Ross undertook the wrenching duties. One of the regulars, "Old Biker" Wilson, as he's known in biker circles, is a retired Baltimore motor officer and a virtual encyclopedia of Harley lore. He gave Howard a good luck charm, an 8-ball, that was off the shift lever of his police motor. Howard maintained a close collaboration with Cycle Shack on the restoration and is pleased as punch with his full-fledged "real motorcycle."

—*M.F. Egan*

Owner: Howard Blumenfeld
City: Owings Mills, Maryland

General

Fabrication:	H-D & Blumenfeld Family
Year/make:	1947 H-D
Model:	Knucklehead
Assembly:	Cycle Shack, owner
Chroming:	Brown's Plating

Engine

Year/model:	1947 OHV EL
Rebuilder:	Cycle Shack
Ignition:	points
Displacement:	61-inch
Lower end:	EL
Pistons:	.030 O-S
Cases:	black powdercoat
Heads:	H-D
Cam:	H-cam
Lifters:	solid
Carb(s):	M-52 Linkert
Air cleaner:	copper mesh type
Pipes:	original 2-into-1 fishtails

Transmission

Year:	1947
Shifting:	foot shift

Paint

Painter:	Joe Gavin
Color/type:	Flight Red/lacquer

Frame

Year:	1947
Builder:	H-D
Type:	rigid

Accessories

Handlebars:	buckhorn
Handlebar controls:	H-D
Fender(s):	H-D w/stainless trim
Headlight:	H-D/Guide
Taillight:	original tombstone
Speedo:	original catseye
Pegs:	footboards
Electrics:	6-volt battery
Foot controls:	original H-D
Gas tank:	3.5-gallon
Oil tank:	horseshoe
Oil system:	recirculating
Primary cover:	1947 original H-D
Seat:	re-covered by Cycle Shack
Mirrors:	H-D
Grips:	Harley

Forks

Type:	springer
Builder:	H-D

Wheels

Front

Type:	H-D
Size:	16-inch
Tire:	Goodyear wide whitewall
Brake:	mechanical drum

Rear

Type:	H-D
Size:	16-inch
Tire:	Goodyear wide whitewall
Brake:	mechanical drum

Photos: Howard Blumenfeld

HUNT *for a Cover Girl*

The crack team of big game hunters flew into Salt Lake City, Utah, on December 11, 1997. They were on a hunt, a cover girl hunt, and were armed to the gills. Ace photographer Nancy Cairns was packin' heavy, with a pair of nasty Nikons hanging from her ammo belt. The great white hunter, Clean Dean "Bwana" Shawler, led the way into the Salt Lake jungle. The intrepid hunters were met by local scout Randy Finnias, proprietor of the mysterious and legend-shrouded Barbary Coast Saloon. Randy knew exactly the kind of big game the hunters were after and is extremely knowledgeable on the habits of such prey.

The hunted had appeared at the Coast four times already, and were expected to show up again that very evening. All the stoic *Easyriders* hunters had to do was drink beer and wait.

About 7 p.m., something stirred from deep within the jungle foliage. The prey was drawn to the watering hole and there was no turning back now. There were to be two finalists of each of the four previous competitions for the final fight for the title of Utah Cover Girl. Harley-Davidson of Salt Lake City is the main sponsor of these local sporting events, and Caesar, of Caesar's Cycle, donated all the bikes that were adorned on stage by the girls.

The winner here would be going to beautiful downtown Hollyweird. There she'd spend most of a day butt-naked at Raiko Hartman's modest, yet palatial studio, squirmin' 'round on a killer bike. Even with that great prize for bait, only six of the eight beautiful specimens showed. Our proud hunters suspected that someone else must've bagged a couple of them on the way to the finals, but who knows—the jungle has its own dark secrets.

"Bwana" Shawler was asked to be a judge at this contest, along with some cops, business execs, liquor reps, and a cute li'l blonde name Annie. They were primed and ready.

The time came! The sleek and sultry prey stepped into the spotlight like deer caught in the gleam of headlights and Nancy started shootin'. The contestants were Sheryl, Heidi, Carol Lee, Anna Lisa, Brandy, and Mary Ann. They appeared in swimsuits, casual dress, and Randy even had them struttin' their stuff in formal gowns. The judges just kinda nibbled nervously on their pencils and occasionally acted like they were writing somethin' down.

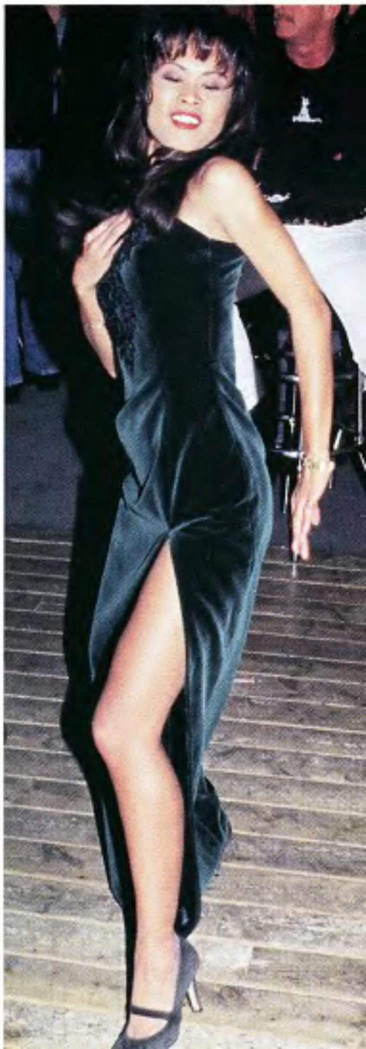
There was a lull in the activity while the lusty lasses changed their costumes, during which our tireless team took a much-needed beer break. It was a tough job to be sure, picking the best of the bunch, but all finally agreed that although all the ladies were sizzlin', Heidi was the hottest of the luscious bunch!

The girls had a ball and so did the judges and the houseful of patrons. The crowd was helpin' with the hunt, chantin' and beatin' the bushes, so to speak.

In the end, the seasoned hunters bagged their limit that first night, and brought Heidi back alive for this issue's cover. At Raiko's, she did a fantastic job of gracin' George Sepulveda's custom masterpiece with her bad-assed Betty Paige-lookin' self. Check her out on the cover and on page 56 with George's award-winning Damon's Softail. Ungowah!

—Clean Dean

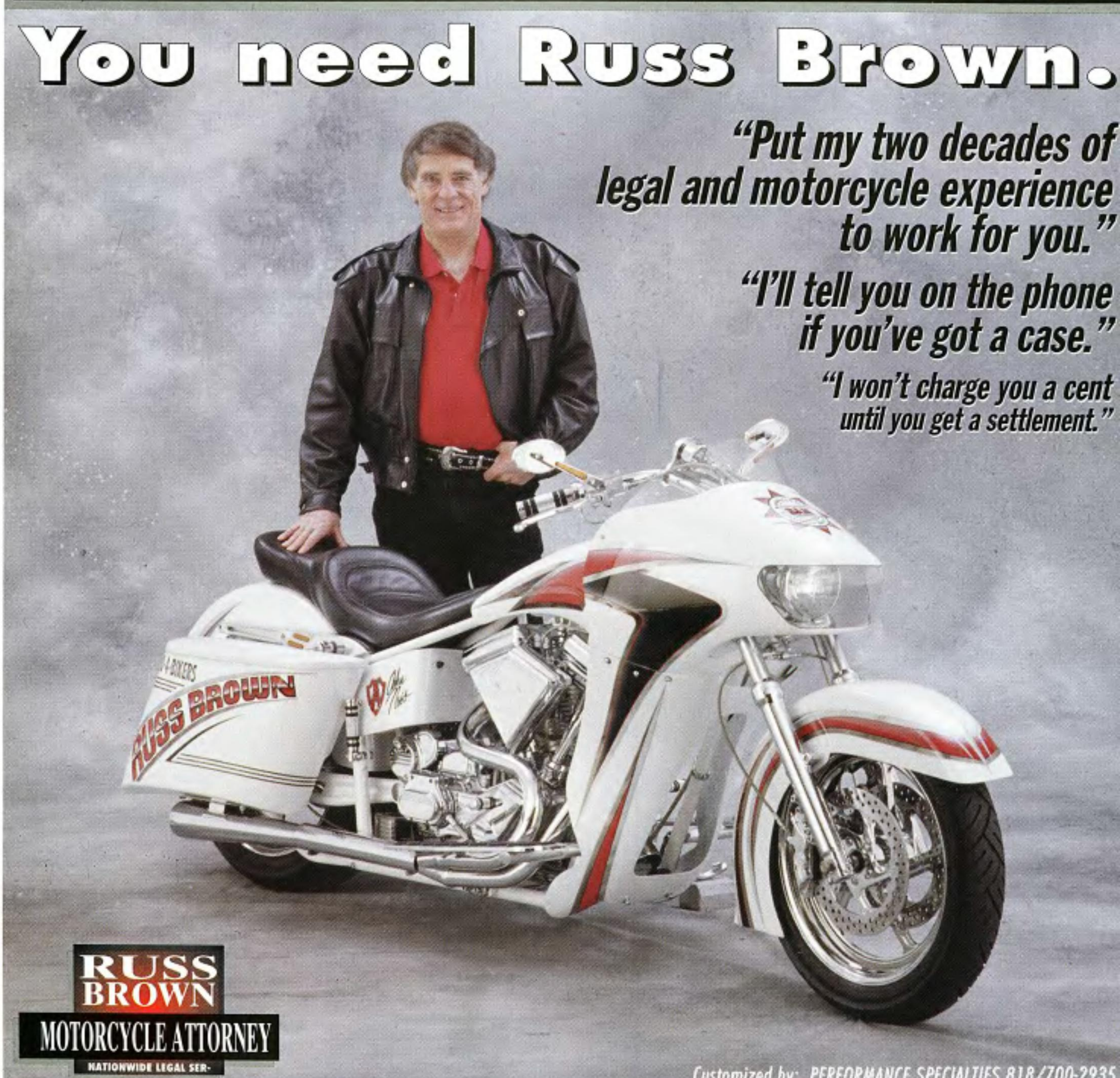
Winner Heidi Fowler



Photos: Nancy Cairns

If you've gone down...

You need Russ Brown.



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headline story of the month

Legal victory *Minnesota Approves First-Ever Motorcyclist Anti-Discrimination Legislation*

On Monday, April 6, 1998, Minnesota Governor Arne Carlson signed pioneering legislation to prohibit discrimination against motorcyclists. Minnesota is now the first state in the nation to make it illegal for any place of public accommodation to restrict access to motorcyclists simply because of their chosen mode of transportation or group affiliation.

According to Bob Illingworth, lobbyist for Minnesota's motorcyclists' rights organizations, "This is the first legislation passed in our nation that ends over 40 years of discriminatory tactics used by some businesses in their attempt to bar admission to our motorcycling citizens. And, once and for all, it puts to rest the stereotype "biker" image presented in the 1957 Marlon Brando movie *The Wild Ones*."

While every state has laws to protect against discriminatory actions based on race, creed, religion, gender, etc., and such discrimination is prohibited by the United States Constitution, Minnesota has set the precedent for including motorcyclists as a protected class of citizens.

Several states have introduced similar legislation to include anti-discrimination protections for style of dress, mode of transportation or club insignia, but Minnesota's new law specifies motorcyclists and can serve as model legislation for other states to follow. It states: "A place of public accommodation may not restrict access, admission, or usage to a person solely because the person operates a motorcycle or is wearing clothing that displays the name of an organization or association."

Illingworth summed up the victory by saying, "Although this is a great win for all motorcyclists, in Minnesota and throughout the country, it is indeed sad that we have to have a law passed to guarantee that those who ride motorcycles have the same rights as any other citizen."

—Peter Lemongello

For more info contact Bob Illingworth at (612)541-1704, or (800) 541-1704, e-mail: MMRA1@aol.com.

of special interest

Santa Cruz Harley-Davidson *"A Museum Dealership"*

Following two years of planning and site selection, Santa Cruz Harley-Davidson opened the doors of its new location to the public last December. Designed as a "destination dealership" that will attract visitors from outside the immediate area, Santa Cruz Harley-Davidson provides a museum environment wherein freestanding exhibits of vintage motorcycles, historical photographs, and memorabilia are interspersed throughout the store. In addition, the shop serves as a prototype for new Harley-Davidson dealership design.

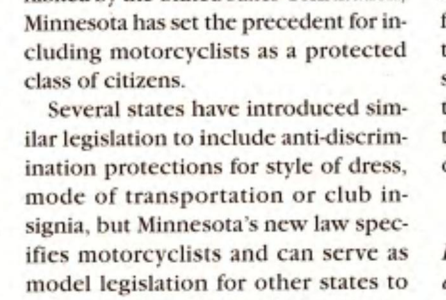

Photo: courtesy Santa Cruz Harley-Davidson

Central elements of the museum are vintage motorcycles, including a 1930 VL with sidecar, 1941 EL Knucklehead, and a rare 1929 JDH two-cam. The store layout provides for display of six to eight vintage motorcycles at a time, and with a collection of more than 20 vehicles, rotation will allow visitors to experience different bikes over time. There is also a wide range of historical photographs provided by the Harley-Davidson archives, plus interesting and rare memorabilia, such as a 1918 Harley-Davidson bicycle, a 5-gallon oil canister from the 1930s, and a unique collection of every spark plug ever used in Harley-Davidson motorcycles during the company's 95-year history.

Santa Cruz Harley-Davidson provides a unique shopping environment for motorcycles, accessories, clothing, and service to motorcycle enthusiasts in the greater San Francisco and Monterey Bay areas. Franchises include Harley-Davidson, Buell, Excelsior-Henderson, and Italjet scooters. The dealership is located in a prime motorcycling area that provides a wide variety of roads and landscapes. For more information contact Santa Cruz Harley-Davidson at 1148 Soquel Ave., Santa Cruz, CA 95062, (408) 427-9600, fax: (408) 427-9309.

—Twiggy

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Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
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Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami

Georgia
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders of Atlanta, Unites E&F, McDonough

Illinois
Walter's Bros. H-D, 1212 S/W Jefferson St., Peoria
Pro-Rider Leather & MC Accessories, 1218 Roosevelt Rd., Glen Ellyn

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders of Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville, (219) 736-2453

Iowa
Zylstra Harley-Davidson, 1930 E. 13th St., Ames

Kansas
Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy. 6801 Hedge Lane Terr., Shawnee
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Kentucky
Twenty One Fun Stuff, 132 N. Water St., Henderson

Louisiana
Easyriders of New Orleans, 4230 Veterans Blvd., Metairie

Maryland
Capitol Easyriders, 8098 Snouffer School Rd., Gaithersburg
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas
Easyriders of Reno, 335 Kietzke Ln., Reno

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders of Albuquerque, 4101 Menaul Blvd., Albuquerque

New York
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 593 Violet Ave., Hyde Park
H-D of Hempstead, 4 Laurel Ave., Hempstead
Evo Cycle, 125 Middle Country Rd., Coram

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Gene Lummus H-D, 1000 U.S. 70 E., Swannanoa
Easyriders of Greensboro, 106 College Rd., Greensboro
Scooter Tramps, 535 Tunnel Rd. East, Asheville
Easyriders of Charlotte, 2317 South Blvd., Charlotte

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St.,

Ontario, Canada
Easyriders of Ontario, 621 Hespeler Rd., Cambridge, (800) 266-6332.

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville

South Carolina
Easyriders Myrtle Beach, 1318 Celebrity Circle CS4, Myrtle Beach

Texas
Easyriders of Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders of Houston, 12899 Westheimer, Houston

Tennessee
Easyriders of Memphis, 6045 Shelby Oaks Dr., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
Chrome Horse Custom Cycle, 233 S. 1st, Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver
Easyriders Bellevue, 10503 NE 4th Ave., Bellevue
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 727 N. Memorial, Green Bay

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

industry news

Excelsior-Henderson update

History Repeating Itself

Eighty-four years ago, in 1914, Excelsior-Henderson completed what was, at the time, the world's largest and most modern motorcycle manufacturing facility. Built in Chicago, it was one of the first all-concrete buildings ever. It towered six stories high and encompassed 475,000 square feet. There was even a state-of-the-art test track on the roof, helmets and parachutes optional.

Similar to the new Excelsior-Henderson manufacturing plant in Belle Plaine, Minnesota, the original site featured plenty of natural lighting. And while the Chicago site was named a registered landmark with the National Historic Building Registry, modern-day co-founders Dan and Dave Hanlon plan for their facility to become a destination site featuring a museum as well as factory tours.

Following in the tradition of integrating cutting-edge technology, the company recently purchased J.D. Edwards' WorldSoftware to integrate the company's financial, manufacturing and distribution data as it grows from the pre-revenue stage into profitability.

Dave Danson, director of information systems, explains, "This software will increase efficiency and interdepartmental communication through shared data. The system will provide excellent customer service and response time to our dealers, customers, suppliers, and vendors.

"By integrating warranty tracking with manufacturing and testing data, we can track quality statistics by vehicle identification number (VIN), find patterns, and make adjustments that will improve product quality."

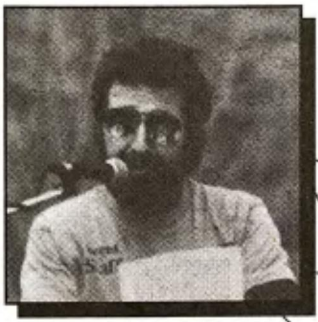
—Mark Petterson

What's red, blue, green, orange, purple, yellow, and made of wood?

Madonna's headboard after a night with Dennis Rodman.

Big D
Funtown, USA

MOTORCYCLE & CAR ACCIDENTS



Tony *"PAN"* Sanfelipo

Accident Investigator

Motorcycle Case Specialist

Bikers Rights Activist

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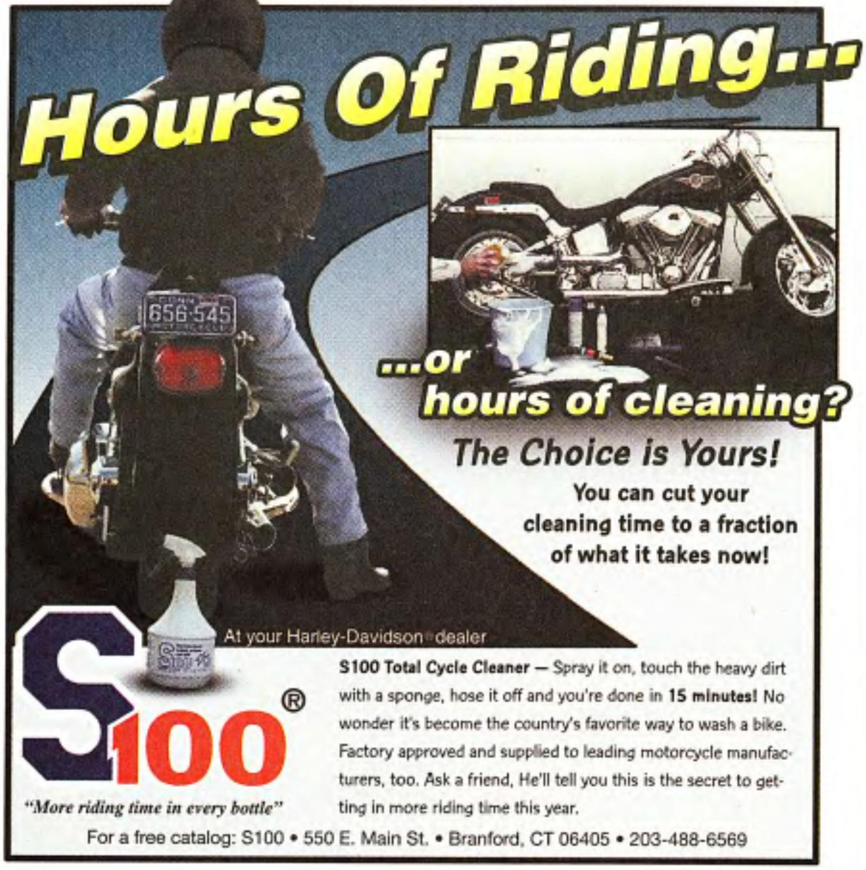


profile

Dave Barr

Living Legend Honored By The Wind & Fire MC in Santa Barbara, Calif.

The joy of riding, that's why we're into this biking thing. Californians are generally noted as "fair weather" riders. So why would some of them get up early on a cold, wet morning and head out on the road for a 200 to 300-mile putt? The guys on the road were firefighters converging on the Central Coast from across the state. Some took vacation time from their 24-hour shifts just for this miserable ride. And, the only ones who complained were those who didn't go.

On March 26, 1998, a living legend, Dave Barr, was honored by the Wind & Fire MC in Santa Barbara, California. Wind & Fire MC, an international club of Harley riding firefighters, picks one honorary member each year. That person must not only be a Harley rider, but someone who has done something for the community or for the club. Past honorees include: Senator Ben Nighthorse Campbell, Dan Klemencic of HDI, Artie Muller, co-founder of Rolling Thunder, Ed Friend, community volunteer and Red Cross hero, Oliver Shokouh, founder of the Love Ride, and Jay Leno.

In a time when so many people are known more for who they are or for what they say, Dave Barr is known for what he did. First mention of his name will often elicit blank stares, but a quick explanation of his deeds turns that dull look into one of amazement or awed recognition. Dave's the guy who, between 1990 and 1994 rode a '72 Shovelhead 83,000 miles around the world. He conquered the cold, the desert, the sand, the mud, the mechanical failures of an aging bike, and the red tape of bureaucracy in an effort to show people through his perseverance that it's possible for anyone to "live their dreams." Dave's actions were intended to send a special message to people with disabilities. He made his world tour minus both legs; they were lost as a result of a land mine explosion in Angola in 1981. Dave's book, *Riding The Edge*, is his account of that trip.

After the winter of 1996/'97, the completion of another of Dave's trips put

him into the *Guinness Book of World Records*. This journey was a 13,000-mile trek from the Atlantic Ocean across Northern Europe, Russia, and Siberia to the Pacific Ocean. This effort was made on a Harley 883 Sportster. His just-released book, *Riding The Ice*, is an account of the grueling cold weather expedition.

The Wind & Fire MC honorary membership event was attended by firefighters from San Diego City FD, Milpitas FD, Orange County Fire Authority, Grover Beach FD, L.A. City FD, L.A. County FD, Huntington Beach FD, Santa Monica FD, Santa Barbara County FD, Pasadena FD, and the California Division of Forestry (CDF).

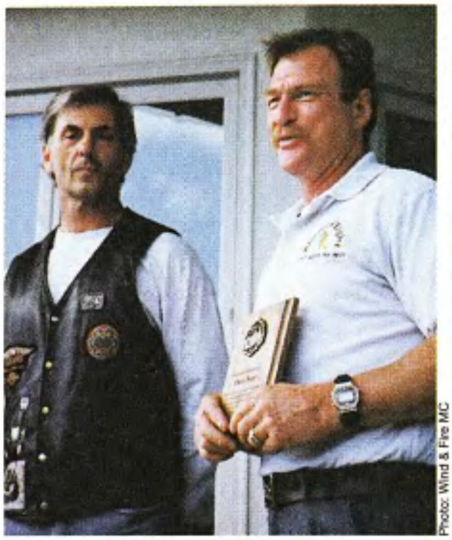


Photo: Wind & Fire MC

Noted members in attendance were Oliver Shokouh, "Captain Suzy," and "Wild Bill." Suzy worked in the Fire Service till the age of 71, will be 80 this year, and is still riding. "Wild Bill" Eibert rode Harleys from 1931 to 1995. In '95, at the age of 85, he took his last putt, covering 2,500 miles of a Sturgis run he made from California.

The morning of March 26 was bleak but the day later turned warm with a blue sky amid white and gray clouds. We know the "Man" rides a Harley and he "gots to know" of Dave's deeds. Most likely he just pulled the plug on El Niño to cover the event.

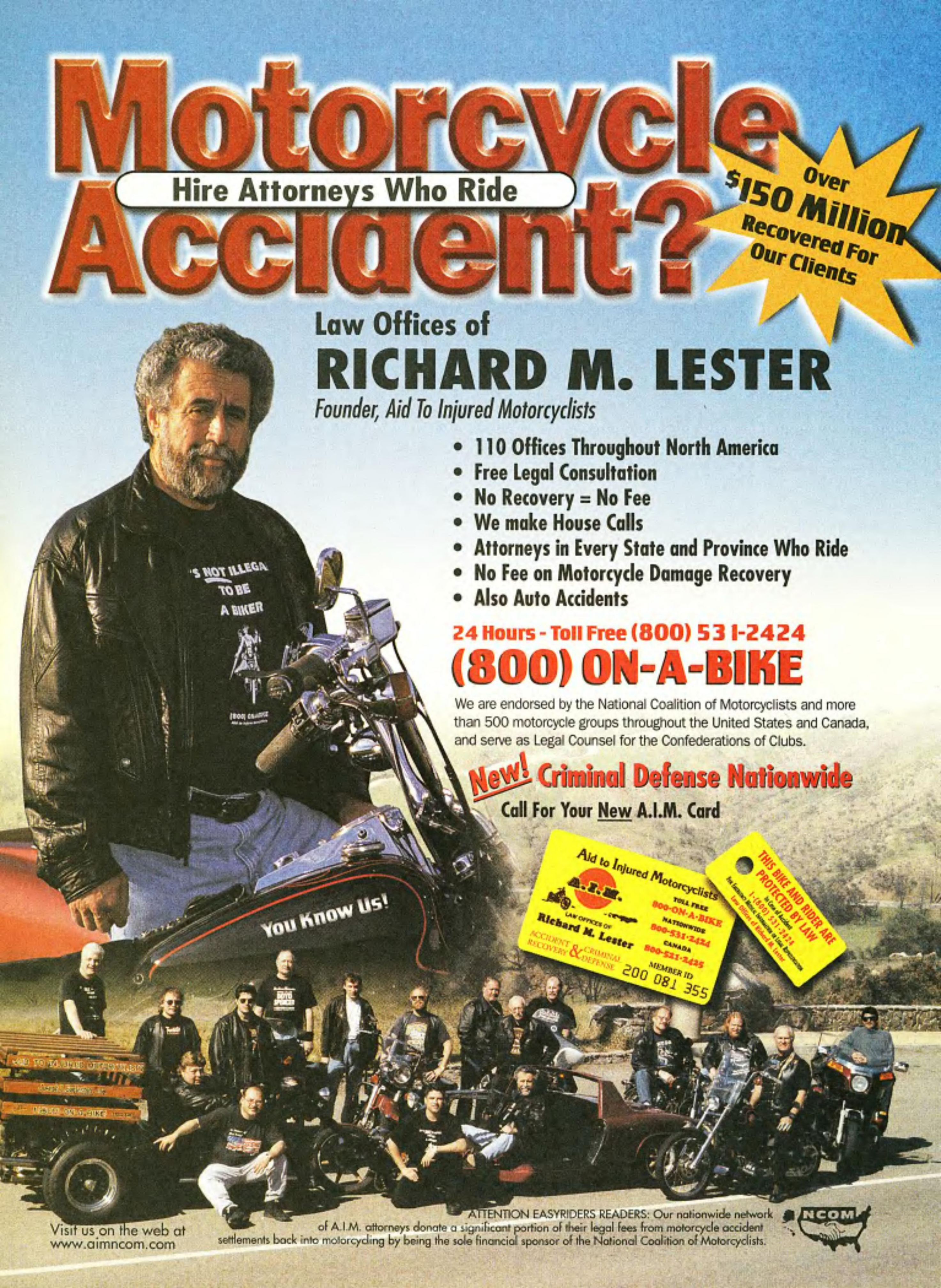
Dave Barr can be contacted for his books, a video, speaking engagements, or his non-profit charity, The Dave Barr Foundation at P.O. Box 8633, Bodfish, CA 93205, (760) 379-4941. (The Dave Barr Foundation provided prosthetics for disabled people in Third World countries).

Firefighters interested in Wind & Fire MC can write to P.O. Box 6066, Santa Barbara, CA 93160.

—Evo Red

Above: Barr, at right, accepting award.

"That was fun ... I think I'll go get a second opinion."



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hall of fame

Janice Illingworth

Encyclopedia of Motorcycle Information

Call Janice Illingworth. If she doesn't have it, or can't get it, chances are, you flat out don't need it! Who in the hell is this encyclopedia of motorcycle information, you ask yourself? Well, let me tell you about her. Janice started riding about 11 years ago after her husband, Bob (see page 27), talked her into taking the Minnesota Beginner Riders Course. At the end of the course she informed him that she wanted her own bike. From that day forward, Janice has encouraged everyone who is interested in the sport of motorcycle riding to take the course.

Photo: Bill Illingworth

Janice has been executive administrator of the Minnesota Motorcycle Riders Association (MMRA) for more than 10 years. Along with her many other functions, she's the editor of the monthly MMRA newsletter. She also keeps Minnesota motorcyclists informed of upcoming rides, events, and legislative updates on both state and national levels. Janice initiated the publishing of a comprehensive report on all political candidates in Minnesota and how they feel about motorcycle issues. This information is shared with Minnesota motorcyclists prior to their trip to the voting booth. One of her thoughts and sayings, which is now part of our MMA logo, is : "Freedom, Don't Leave Home Without It." Without, a doubt, she inspires all Minnesota motorcyclists to stay politically involved.

I know Janice to be truly the woman behind the Minnesota political scene. I love her, you gotta love her, and most of all, we need to thank her. —*Mick Hansen*

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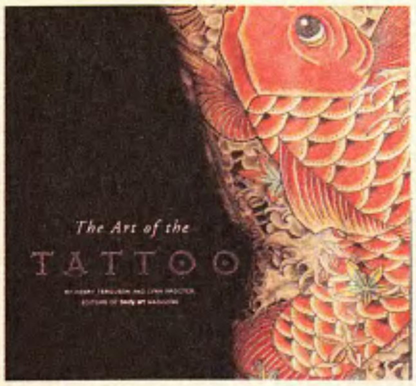
book review

The Art Of Tattoo



"In spite of ... growing acceptance, tattooing retains traces of transgression. For many people, tattoos are still badges of protest or rebellion that are worn with deviant pride."
—William Lithgow, 1632

Whether you're trying to make a statement, create art, or just do it because it's trendy, tattooing has been around for hundreds of years. And by the looks of things, it'll be around for many years after you and I are long gone. *The Art Of The Tattoo* takes you on an informative trip, from the history of tattoos and tattooing of the Ice Men of Europe, through the abstract art of today's tattoos and the people who get them.

"Once seen as a bizarre ritual, reserved for bikers and military men, tattooing has developed into a fashionable and widely appreciated art form," state the editors of this comprehensive book. With over 200 color and black-and-white photographs of some of the best tattoos out there, however, they managed to exclude mine.

The human animal's desire to decorate itself is the most basic way in which we differ from other animals. And most of us walk erect ... er ... upright.

So while you're browsing the shelves at your local newsstand or bookstore, looking for that elusive copy of the 1998 *Easyriders* Buyer's Guide (on sale now), look for this one and maybe get some inspiration for a new tat, or just a chance to learn some *fun* history for once in your life. *—Oil Can*

justice/injustice

Why?

Let Your Feelings Be Known

Recently, 39-year-old Ken Fowler tragically lost his life when an overzealous Pennsylvania state trooper crossed the center line while attempting to catch an alleged traffic law violator and struck Fowler's motorcycle head on. The trooper was put on administrative leave "with pay," while the incident is being investigated. Does all of the above sound just a little too familiar and cozy? This just sickens me.

Had this been one of us, we would be in the slammer, charged with any number of criminal acts. Seems to me the least that should have happened would be to put the trooper on leave "without pay," if not jailed.

To let your feelings be known, write to: Col. Paul J. Evanko, Commissioner, Penn. State Police, 3rd Floor, Dept. Headquarters, 1800 Elmerton Ave., Harrisburg, PA 17110.

Condolence cards and letters may be sent to: Mrs. Kenneth Fowler, 3531 Hess Rd., Monkton, MD 21111-2215.

—Gunny

short strokes

It's ridin' time again

The Latest News And Views

As the sun splits lanes through the clouds and warms the spider web of highways below, the digital clock on the nightstand blinks "Ridin' Time." In a biker's sleep he dreams of modifications to his freedom machine, modifications that will make it fly like the wind, scare the shit out of citizens who threaten his sanctity, dazzle the ladies, and make the bike stand out in the pack. Say no more. Tear out the wrench and get to work—time's a wastin'. Here's the news: **The marketing ploy of the month revolves around a company**, Blackstar Beer, that is giving a bike away to the individual who has the largest tattoo of their bucking bronco on their back...**On a serious note, a loyal reader wrote in** about a brother of his, a man he felt strongly enough about to recommend we write an article about him. Pete Ceithaml wanted Mark recognized for his tenacity. He lost a leg, but after walking into a dealership, Mark had an overwhelming urge to ride two wheels again. Within a matter of weeks he assembled, from the frame up, a classic ride. Way to go, Mark... **Here's another item from Bandit's Bikernet** (www.bikernet.com). Attorney Nich Brodich wanted to offer his assistance to bikers who have found themselves pinned to the wrong side of the law in New Hampshire. Thanks, Nick...**Now there's a skull cap for skaters and skateboarders.** It's a hard plastic disc, about 5 inches in diameter, which has plastic tabs attaching the disc to a ball cap to hold it in place. Think it would pass as a helmet?...**Dallas Easyriders recently established their own newsletter.** They're hooking it up down there with new Titans, Big Dogs, selling show trailers, putting on events like an Easter warm-up party for the Scottish Rite Hospital, and their Bros Club chapter boasts 175 members. Way to go, Rick and Tina. *Easyriders* stores are jumpin'. If you haven't checked one out recently, they'll blow your minds. It's like a dealership for the custom rider or bikers, if you know what I mean. **Did you know that H-D has developed an accessory kit** to allow Evo rides to install a 150 tire? We're already working on a tech tip to be featured in the December issue. See their accessory catalog...**I like this one:** A guy and his wife in Andover, N.J., were injured by a quarter-stick of dynamite that exploded in their cage. While cruising around at 2 a.m., the bored couple lit the dynamite and tried to toss it out the window. The window was closed...**And my lesson for the day,** "No one wins playing chicken." In Windsor, Ontario, two men died in a head-on collision, earning a solid tie in a game of chicken on snowmobiles. With that, let's send a hearty congratulations to the freedom fighters in Kentucky for passing their helmet repeal—ride free. And now that the sun is shining, it's time to turn the wrenches, check the air in our tires, jump-start our hearts, and hit the road. There are women and open roads to be ridden.

Ride forever. *—Bandit*

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Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

Summer Spectacular Bike, Car, Truck Show
Date: July 18
Place: Leeds Memorial Park, off Hwy. 119
Info: (205) 699-7103

ALASKA
ABATE Anchorage Chapter
Info: (907) 248-7828

ABATE Kenai Peninsula Chapter
Info: (907) 776-8148

ABATE 4th of July Run
Date: July 4-6
Info: (907) 522-8574

Christmas in July
Date: July 26
Place: Anchorage
Info: (907) 522-8574

Kenai Bike Rodeo
Date: July 19-20
Info: (907) 522-8574

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

ABATE Chili Cookoff
Date: July 5
Place: Pinion Pines Bar, Prescott
Info: (520) 445-8010

Laguna Mountain Run
Date: July 11-13
Place: El Prado Campground
Info: (520) 782-1931

Seligman Days
Date: July 24-26
Info: (602) 335-1210

Too Broke For Sturgis Run
Date: July 25-27
Place: Watson Lake Park, Prescott
Info: (602) 243-9479

ARKANSAS
ABATE of Arkansas
Info: (501) 851-0545

13 Rebel Bash
Date: July 3-5
Place: Eureka Springs
Info: (501) 751-0435

Dist. 1 Memorial Ride
Date: July 12
Place: Little Rock
Info: (501) 847-8345

Turners Bend Bash
Date: July 17-19
Place: Mullberry River
Info: (501) 444-7144

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Hollister Motorcycle Classic
Date: July 1-5
Place: Hollister
Info: (408) 634-1354

4th of July Campout
Date: July 4-5
Place: Napa/Sonoma
Info: (707) 965-3209

Trinity Lake Run
Date: July 10-12
Place: Weaverville
Info: (916) 442-4727

Central Coast Cluster Poker Run
Date: July 11
Place: Fresno, Bakersfield, Santa Maria to Lopez Lake, Arroyo Grande
Info: (916) 442-4727

ECF Beach Ride
Date: July 12
Place: Ventura
Info: (213) 298-8282

Outta Weed Run
Date: July 18-19
Place: Weed
Info: (916) 442-4727

Wet 'n' Wild Run
Date: July 18
Place: Big Bear Water Park
Info: (916) 442-4727

Christmas in July
Date: July 25
Place: Simi Valley
Info: (916) 442-4727

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Rocky Mountain Ink & Iron
Date: July 18-19
Place: Adams County Fairgrounds, Henderson
Info: (303) 227-0987

Ride For The Cure
Date: July 19
Place: Aspen
Info: (970) 920-0250

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Circle The Swamp Run
Date: July 18
Info: (404) 294-8900

District 4 Firecracker Breakfast Ride
Date: July 19
Info: (404) 294-8900

District 6 Ride to Tennessee Aquarium
Date: July 19
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 521-2487

SBU Back to School Fundraiser
Date: July 12
Info: (808) 842-5530

Mo'Opuna O' Hawaii Bike Blessing
Date: July 19
Info: (808) 842-5530

Vietnam Vets Dinosaur Run for Kapiolani Hospital
Date: July 26
Place: (808) 842-5530

IDAHO
Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

St. Joe Poker Run
Date: July 4-7
Info: (208) 245-2320

Fun Valley Rally & Rodeo
Date: July 10-12
Place: Deer Creek Lodge
Info: (208) 343-7452

Idaho State H.O.G. Rally
Date: July 10-12
Info: (800) 258-2464

MDA Run
Date: July 19
Info: (208) 327-0107

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

Piasa Gateway Poker Run
Date: July 5
Info: (309) 343-6588

Walneck's Swap & Show
Date: July 6
Place: Dupage County Fairgrounds, Wheaton
Info: (630) 985-2097

Lake Michigan Circle Tour
Date: July 9-12
Info: (847) 933-0551

ABATE Helmet Roast
Date: July 11
Place: Wilmington
Info: (309) 343-6588

Christmas in July Poker Run
Date: July 12
Place: Carol Stream
Info: (630) 462-7295

Chicago H.O.G. On Tour Challenge
Date: July 17-19
Info: (312) 670-9699

ABATE Ride For Kids
Date: July 19
Place: Oakbrook
Info: (309) 343-6588

Swap Meet, Rodeo, Ride-In Bike Show
Date: July 19
Place: Peotone
Info: (319) 462-6011

Lakeshore H.O.G. Lambs Farm Benefit
Date: July 19
Place: Waukegan
Info: (847) 662-4500

Easyriders Rodeo, plus ACCW Professional Wrestling
Date: August 21-23
Place: Kankakee County Fairgrounds, Kankakee
Info: (818) 706-0471

INDIANA
ABATE of Indiana
Info: (317) 442-8040

Hawg Waller
Date: July 3-5
Place: Kosciusko County
Info: (317) 422-8040

ABATE Poker Run
Date: July 5
Place: Miami County
Info: (317) 422-8040

Fun Run
Date: July 11
Info: (317) 442-8040

Poker Run
Date: July 11
Place: Pulaski County
Info: (317) 422-8040

Hog Roast/Blood Drive
Date: July 11-12
Place: Pulaski County
Info: (317) 422-8040

Wabash Bash
Date: July 11
Place: Knox County
Info: (317) 422-8040

Get Ready Poker Run
Date: July 12
Info: (317) 422-8040

Bean Blossom Boogie
Date: July 16-19
Info: (317) 422-8040

AMA National Hillclimbs
Date: July 18
Place: Nashville
Info: (614) 891-2427

River Raft Float
Date: July 25
Place: Porter County
Info: (317) 422-8040

Poker Run
Date: July 26
Place: DuBois County
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Freedom Rally
Date: July 2-4
Place: Humboldt
Info: JC (515) 858-5001

Fun Valley Rally & Rodeo
Date: July 10-12
Place: Deer Creek Lodge
Info: (208) 343-7452

District 4 Blood Run
Date: July 25
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

District 10 July Bash
Date: July 10-11
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

Jesse James Bluff Boogie
Date: July 2-5
Place: Thunderbowl Speedway, Glencoe
Info: (606) 261-9244

KMA/KBA Freedom Run
Date: July 11
Place: Owensboro
Info: Joe (502) 683-4329

Little Sturgis Rally
Date: July 17-19
Place: Union County Fairgrounds, Sturgis
Info: (501) 333-9316

KMA/KBA Poker Run to Central District Party
Date: July 24
Place: Scott County
Info: Rick (502) 868-5173

Central District Party
Date: July 24-26
Place: Big R Lake, Flemingsburg
Info: (606) 849-9035

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

H.O.G. Blues Cruise
Date: July 5-10
Place: New Orleans to St. Louis, Mo.
Info: (800) 258-2464

Run To The Sun
Date: July 12
Place: LaPlace
Info: (888) 892-2669

Capital Area Poker Run
Date: July 18
Place: Baton Rouge
Info: (800) 268-5416

MAINE
United Bikers of Maine
Info: (207) 947-1470

State H.O.G. Rally
Date: July 17-18
Place: Bangor
Info: (800) 258-2464

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

AHDRA All Harley Drags
Date: July 18-19
Place: Bud's Creek
Info: (910) 229-4877

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662 →

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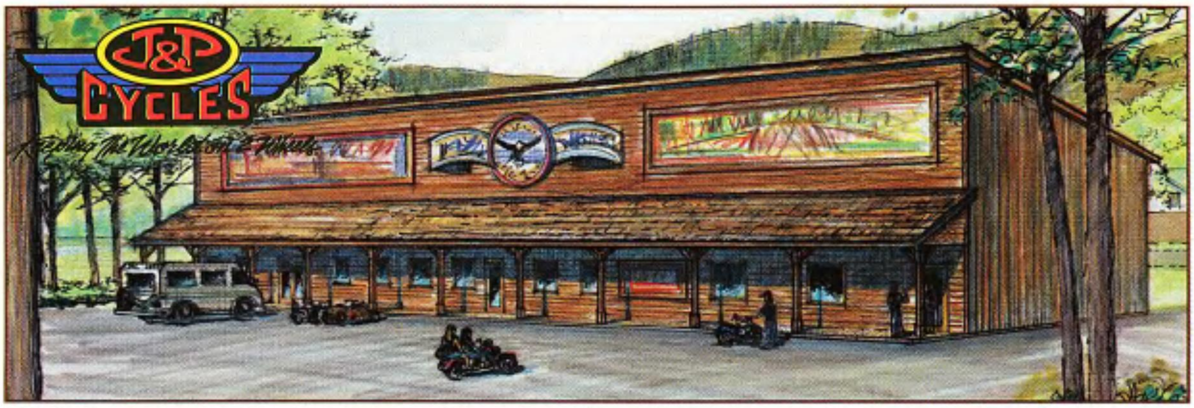

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Sunday, August 9 .... 9am to 5pm

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- J&P Cycles® is an official sponsor of the 58th Annual Sturgis Rally & Races

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*Stop by the new J&P Cycles store and sign up for a **FREE** chance to win this J&P Cycles/American Iron custom catalog Softail bike to be given away on Friday, August 7 at the Sturgis store*

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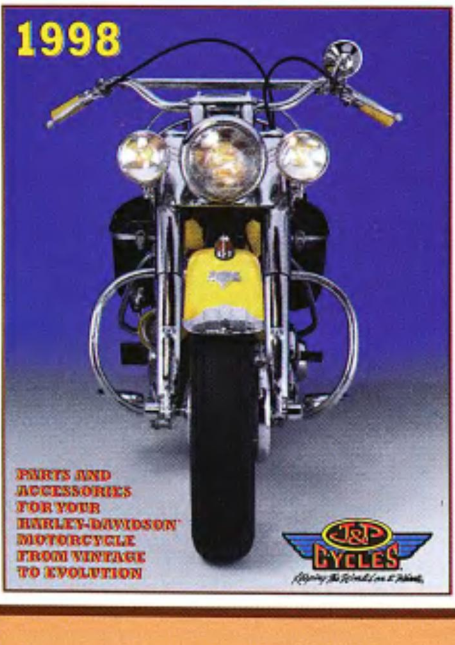

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Happenings

Bike Show
Date: July 11
Place: Palmer
Info: (800) 432-1662

H.O.G. MDA
Poker Run
Date: July 12
Place: Merrimack Valley

Indian Day
Date: July 19
Place: Indian Motocycle Museum, Springfield

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

State Field Meet
Date: July 10-12
Place: Oil City
Info: (810) 949-7146

Reg. 1 Pig Roast
Date: July 25
Info: (906) 884-2347

Run To Hell
Date: July 25
Place: Reg. 14, Chelsea
Info: (313) 485-0467

Easyriders Rodeo, plus ACCW Professional Wrestling
Date: August 14-16
Place: Fowlerville County Fairgrounds, Fowlerville
Info: (818) 706-0471

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Campout
Date: July 3-5
Place: Shadow Rock Campground, Forsyth
Info: (816) 737-0192

MONTANA
ABATE of Montana
Info: (406) 434-2473

State H.O.G. Rally
Date: July 16-18
Info: (800) 258-2464

Indian Summer Glacier Run
Date: July 18
Info: (406) 721-3937

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Hound & Hare Run
Date: July 11
Info: (702) 870-6121

Saturday Night Thunder
Date: July 25
Info: (702) 565-9557

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

Easyriders Rodeo
Date: July 17-19
Place: Cheshire County Fairgrounds, Keene
Info: (818) 706-0471

NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

Union/Middlesex Killer Sturgis Party
Date: August 1
Place: Maple Tree Tavern Grounds
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

School Supply Run
Date: July 3
Info: (505) 792-8960

NEW YORK
ABATE of New York
Info: (607) 387-3433

Easyriders Rodeo, plus ACCW Professional Wrestling
Date: July 3-5
Place: Orange County Fairgrounds, Middletown
Info: (818) 706-0471

Freedom Rally Helmet Protest
Date: July 4
Place: Niagara Chapter
Info: (716) 772-7355

Eastern District Campout
Date: July 10-12
Place: Frank's Farm, Columbia
Info: (518) 851-7635

Freedom Run
Date: July 11
Place: Oneida Chapter
Info: (315) 831-5726

Dice Run
Date: July 19
Place: Frenchy's II Sports Bar, Medina
Info: (716) 798-4059

Christmas in July Toy Run
Date: July 25
Place: Monroe Chapter
Info: (716) 234-0895

Mystery Ride
Date: July 26
Place: Southgate Plaza, West Seneca
Info: (716) 655-6473

NORTH CAROLINA
Concerned Bikers Assn.
Info: (800) 479-3087

CBA Brunswick Chapter Blue's Memorial Poker Run
Date: July 11
Info: (910) 575-3601

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Trike In
Date: July 10-12
Info: (701) 654-7456

District 4 Toy Run
Date: July 18
Info: (701) 223-5609

Lady's Run
Date: July 17-19
Info: (701) 223-5609

Hog Roast & Fun Run
Date: July 25
Place: Jamestown
Info: (701) 223-5609

OHIO
ABATE of Ohio
(800) 252-4537

Trike-In
Date: July 2-5
Place: Clare Mar Lakes Campground, Wellington
Info: (800) 589-5798

Freedom Rally
Date: July 3-5
Place: New Somerset
Info: (800) 252-4537

AMA National Hillclimbs
Date: July 25
Place: Haydenville
Info: (614) 891-2427

Sturgis Run & Bike Bash
Date: July 25
Place: ABATE Reg. 13
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

After The Races Party
Date: July 25
Info: (405) 672-1008

OREGON
ABATE of Oregon
Info: (503) 285-4329

Coos River Run
Date: July 17-19
Place: S. Coast Chapter
Info: Bud (541) 267-2523

Fox River Run
Date: July 24-26
Place: Salem
Info: (503) 581-0006

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

Easyriders Rodeo, plus ACCW Professional Wrestling
Date: July 24-26
Place: Butler County Fairgrounds, Prospect
Info: (818) 706-0471

RHODE ISLAND
R.I. Motorcyclists Association
Info: (401) 722-1122

Freedom Rally
Date: July 12
Place: Providence
Info: (401) 461-3937

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II: (800) 222-0913

Party On The River
Date: July 4
Place: Longs Fishing Camp, Kingsland
Info: (830) 598-2704

UTAH
ABATE of Utah
Info: (801) 627-1117

ABATE July Blast
Date: July 17-19
Info: (801) 776-3138

ABATE Raspberry Run
Date: July 25-26
Info: (801) 776-3138

VERMONT
Freedom of the Road Riders
Info: (802) 223-1556

Ron's Memorial Run
Date: July 11
Place: W. Rutland
Info: (802) 223-1556

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Edgar Fraver Memorial Run
Date: July 12
Info: (703) 751-0152

Bike Show
Date: July 18-19
Place: Coal Field Chapter
Info: (540) 498-7743

Damn, I Can't Make It To Sturgis Poker Run
Date: August 3
Place: Mason-Dixon Chapter
Info: (703) 435-8137

WASHINGTON
ABATE of Washington
Info: (206) 643-9675

Parks Run
Date: July 18
Place: South King Co.
Info: (253) 824-6969

Cow Chip Boogie
Date: July 18-20
Place: Silver Lake, Cowlitz County
Info: (360) 577-7905

H.O.G. Sun & Surf Rally
Date: July 24-26
Place: Takoma
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 855-5007

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Easyriders Rodeo
Date: July 10-12
Place: Marathon County Fairgrounds, Wausau
Info: (818) 706-0471

ABATE State Party
Date: July 17-18
Place: Neillsville
Info: (800) 386-4442

Mega Rally
Date: July 23-26
Place: LaCrosse
Info: (800) 600-8969

VNVMC Summer Twister
Date: July 24-26
Place: Wildlife Camp
Info: (920) 499-2551

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

VNVMC Run To The Wall
Date: July 4
Info: (307) 266-6522

ABATE Rodeo
Date: July 25
Place: Rozet
Info: (307) 686-2503

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

Rye Classic
Date: July 4-5
Place: Salt's Farm, Sussex, England
Info: elk.engineering @virgin.net

German Bike Week
Date: July 3-5
Place: Haan, Germany
Info: 49 6232 629 530

International Biker Party
Date: July 16-19
Place: Sumiswald, Switzerland
Info: 34 431 45 37

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates often change after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.

"You're not one of those anti-hunting nuts, are you?"

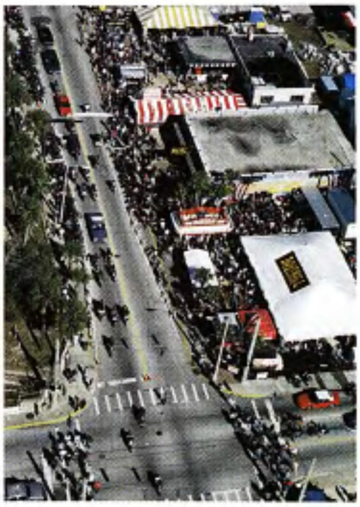
IT AIN'T A ONE HORSE TOWN ANYMORE.

There's a different breed running through the streets of Sturgis. Last year, thousands of bikers took part in the "EXPERIENCE," our traveling exhibit tracing the proud American lineage of the Super X. We'll be roaring back in '98 with a stampede of final production prototypes and special events. Come out and see why you may have to add to your stable.

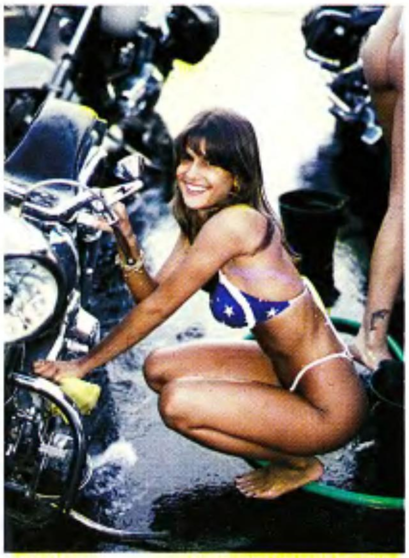
EXCELSIOR-HENDERSON MOTORCYCLE COMPANY

What can you say about a week in paradise? Certainly nothin' negative. This year's 57th runnin' of Daytona's Bike Week was a lot like the savory Heinz steak sauce of the same name—57 different spices combined for one tasty week. And for vacationing vagabonds on V-twins, there were at least as many places to go. ◆ No longer is Daytona's spring fling limited to motel row on A1A, a

few scattered campgrounds, and a wishing well of watering holes on Main. To fill the ever-burgeoning biker's appetite for excitement, Daytona has expanded in all directions. North to Flagler Beach, south past New Smyrna Beach and JB's Fish Camp, west to Bithlo for all-Harley drag racing and east to, well, the fishing's good. And while that same biker's billfold has required beefing up over the years to accommodate all that we want to do during Bike Week, it is still possible to get by nearly as cheap-



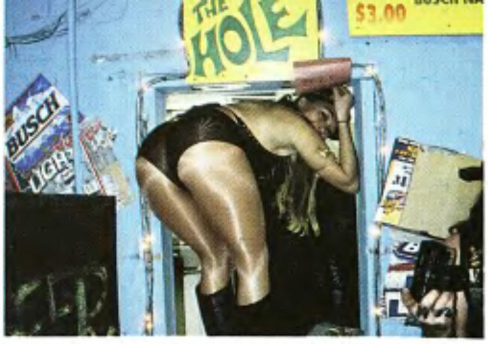
ly as 10 years ago. That is, if you're more into riding and viewing the flat, yet incredible Floridian landscape, as opposed to buying a gazillion T-shirts and cheap geegaws for the gang back home or plunking down tall dollars for beer at any number of new "saloons" that have sprung up in the hinterlands of Daytona proper. ◆ Like every year, Florida was the 1998 springtime destination for people scattered about the globe. Official estimates declare nearly half a million people came to the Sunshine State to get out of bulky overcoats and gawk at girls clad in T-backs. They arrived with one thing on their minds—well, maybe two if you count that T-back distraction—and that was to putt. Scheduled were benefit runs like an MDA Poker Run and Alligator Road Tour and just plain ol' blacktop beatin' down I-95 south to gorgeous Canaveral National Seashore, farther south to the Kennedy Space Center, and, oh, say, maybe even Vero Beach (can you say L.A. Dodgers spring training?), a mere 120 miles away. ◆ And ya know what, scratch that earlier "why they came" statement.



Make it three things they came to do: ride, look at girls in bikinis, and party, pallie. And that last thing was easily accomplished, what with the proliferation of new bars and old clubs in town like Froggy's, Boot Hill Saloon, Dirty Harry's, and Full Moon Saloon down on Main Street. Then, out-of-town, trusted, good-time hosts at Last Resort, the Iron Horse Saloon, Pub 44, Sopotnick's Cabbage Patch, Squeeze In Pub, Jackson Hole, Smiley's Tap, JB's Fish Camp, and Gillys kept it rockin'. The bros came to let their hair down, or to burn some sol into pasty white flesh on shaved heads and goateed faces—the latest biker fashion look. →

FAT TIME AT THE 57th Nothin' Lean About This Year's Spring Fling

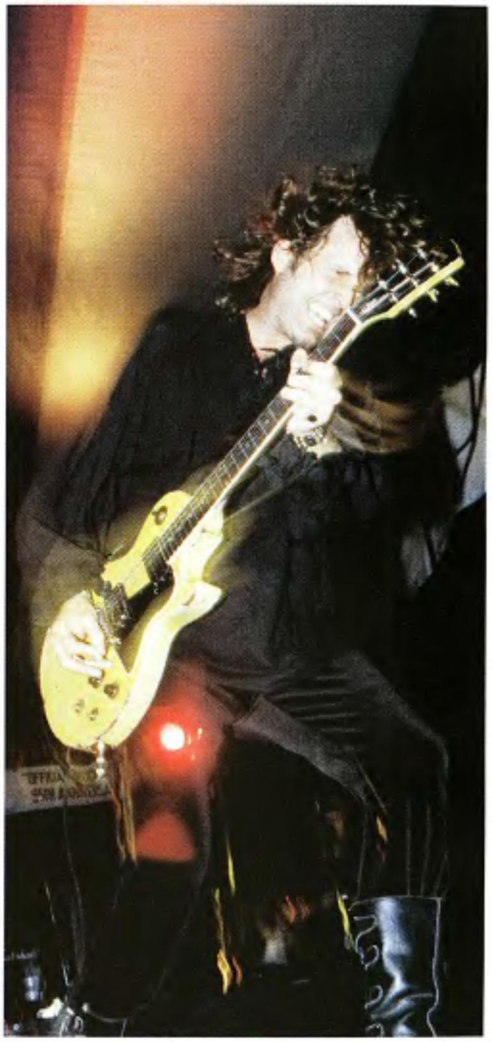
DAYTONA

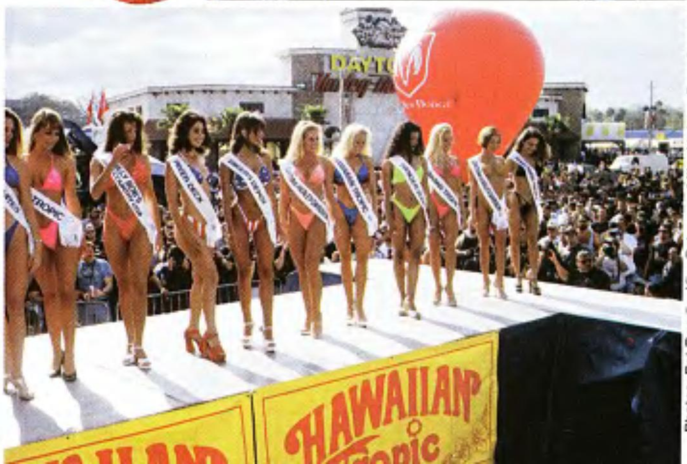


Campgrounds did a brisk business, from Nova Campground (out by the airport and racetrack), to Crazyhorse (on Tomoka Farms Road), to Bulow RV Resort (up north at Flagler Beach), to the ABATE of Florida and KOA campsites. All were decent temporary homes with full facilities and nearly all provided some kind of entertainment, ranging from oil wrestling as well as mere camping.

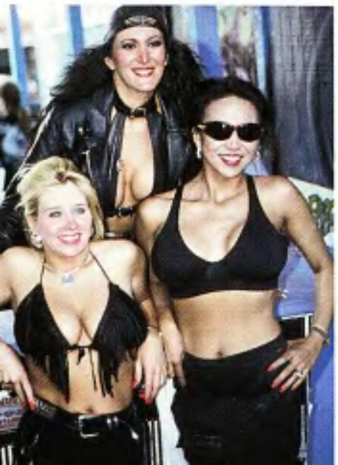
Speaking of wrestling, there isn't a food group left out when it comes to women grappling in it. Eggs, coleslaw, salad oil, you name it, they'll slog through it. Nothin' more appealing than a couple husky lasses slathered in slimy egg yoke. It was the rage of Bike Week.

Hey, speaking of raging, let's not forget about the racing action, either. Down south at Bithlo, the drags had the nitro nuts' blood boiling. Municipal Stadium saw eight-time Grand National champion Scotty Parker pull off his first Daytona dirttrack win in nine tries in the Daytona Kickoff, good for $35,000. 1998's been a year of firsts at Daytona after Dale Earnhardt took his first NASCAR checkered flag at the Speedway a month earlier. Would it also be the first for a Harley-piloted VR1000 in Sunday's Daytona 200 By Arai race? Sorry. Pascal Picotte started fifth on the grid due to his 117.235-mph qualifying run, the highest starting position ever for a Harley-sponsored VR1000 rider. Alas, he became victim to lengthy pit stops and didn't finish. However, factory rider Thomas Wilson, starting 15th, carried the orange and black banner proudly to the finish line with a →





Photos: Pat Randle, Kim Paterson, Mike Lichter, Pam Proctor

Moulin Rouge


IN MEMORY OF J.R. 1-20-91

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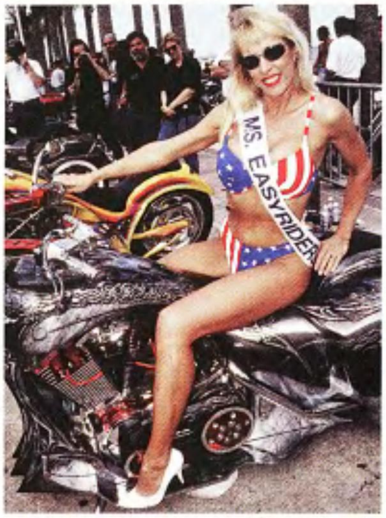
MS. EASYRIDER

CAMEL

respectable 12th, followed by Harley privateer Jamie James in 13th. Harley Heaven cheered them on mightily.

Like always, the bitch of Bike Week was trying to be everywhere. It's one time that it would be cool to be an amoebae, split yourself and catch all the action. It takes a raft of photographers to convey the action to you, and, inevitably, we still miss some hot spots. Damn. Nowadays with everything so far flung, and with gridlock traffic mixed in, it's tough sledding that can take all day getting from the Iron Horse Saloon's smokin' burnout pit and the Bridge Over Troubled Daughters in Ormond Beach, back to Main Street to check in at the *Easyriders* Store (and the photographer's bivouac upstairs at the Bros Club lounge for some balcony viewing and refreshments), then out to Spider's Swapatona and the cool antique meet in Volusia County. Ya gotta pick your spots. Wherever you wound up, you could be assured of near nekid women, cold beer, and pretty good eats.

Distance didn't seem to quell the crowds at outlying areas. While walking the two miles from where we parked for the Cabbage Patch, it seemed like we passed every biker Milwaukee's ever supplied. It was worth it, though, especially when the Flying Elvises dropped out of the sky. One performed a dismount off a portable toilet into the stunned crowd below. Another broadsided a pickup in the parking lot. But two guys landed right on the money by the coleslaw pit. And, hey, hittin' .500 will get ya in the Hall of Fame any day.

As the week wore on, the attitudes stayed bright. Hardly any beefs were witnessed by this scribe, certainly none where the blood flowed freely. There was, however, one mammoth bummer that involved bikers as victims: an unlucky couple, who sold custom Royal Ryders, were asleep in their motor home when it was broken into. The two were beaten senseless, and Ronald Egyed, died as a result. His wife, Connie Mayo, was busted up but, fortunately, survived the attack. Though tragic and horrible, it was *not* indicative of the week, and could've happened in any like-size city in America. Regrettably, that is the state of the Union.

Sunday morning's airlift out of Daytona International Airport felt like G.I.s leaving on the last Huey out of Saigon. The skies were gray and ominous, the hangover heavy, and there was a combined feeling of relief as well as imminent doom for those left behind. Our pilot was given two minutes to get in the turbulent air ahead or airspace in Atlanta would be usurped. The good weather that had blessed Bike Week, for the most part, was about to turn nasty. A tornado watch was given for the Jacksonville area, and it was racing headlong to Daytona. My cabin mate was a huge, ultimately friendly bro from Knoxville, Tennessee. After the customary awkwardness of a 7 a.m. first-time meeting, we began comparing hangovers, Bike Week escapades, Tennessee Volunteer football, the draft prospects for Peyton Manning, how UCLA got screwed by a ref's call back in September, and general good-natured banter. Before ya knew it, we were bouncing toward the runway in good spirits, much like Bike Week had been. You're only as good as you give. This year was the best.

—Ben Doverdahl

How do you know when you've satisfied a redhead?

She unties you.

Dago
Simi, Calif.

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TalkingTech

PANHEAD PRESSURE

I bought a '61 Panhead that had been in an accident. It was T-boned on the left side, which damaged the cooling fins on both of the heads as well as the cylinders. The motor still ran fine, but I was concerned about the heat and the aesthetics of the motor. I bought new heads from STD that allow me to run the oil through the cylinders or externally. I would like to run the oil externally, but my right-hand case is not drilled for an external line. I would rather not have to do the drilling unless I have no other options. In one of your *Tech Tips and Tricks* books it shows running lines from a tee off of the oil pump where the oil-sending- unit mounts. Can this be done with my bike? I will be using an S&S oil pump and an oil pressure gauge. I'd appreciate any help you could give me on this.

Kevin McCauley
Clawson, Michigan

My bro Doug Linscott at STD told me about a couple options you have with their heads. Since their heads have universal head bolt patterns you can run Shovelhead cylinders if you like. Anyhow, running the oil externally is pretty simple. Doug says you'll need to plug the oil pressure passages in the heads by tapping them and threading in a 1/4-20 set screw. This will block the passage so that you can run the oil pressure externally. To accomplish this, you can get an adapter fitting that takes the place of the tappet screen plug and use that to feed the heads. Run a line from the new fitting up between the cylinders and tee it to each head. You'll notice the 1/8-NPT pipe plugs in each head below the intake. Those are where you feed the heads externally with oil pressure. As far as Doug was concerned, feeding the heads from the pressure sender area on the oil pump will over-oil the heads.

SPEEDO SWAP

I got my hands on one of those 5-speed in a 4-speed case trannys to replace the one in my old Shovel. Pisser is, since the 4-speed had the speedometer drive in the tranny, I'm left with no place to drive my speedo. Do I need a special front wheel off a late-model bike to drive the thing, or is there an easier way?

Dennis Carlin
Atlanta, Georgia

We ran into the same problem with Oil Can's Shovel. Brian at My Garage in Ventura, California, (805) 339-9448 filed a slot in the front rotor for the drive tang to fit into. This should solve your tranny-driven speedo problem. Custom Chrome makes a universal speedo drive kit that will also work in this application. You'll probably need to see your H-D dealer to find the speedo drive that has the proper length wheel spacer attached to it. When you find the right one (there are many of them), make sure your front wheel spacing is correct and centered.

ALARMING SITUATION

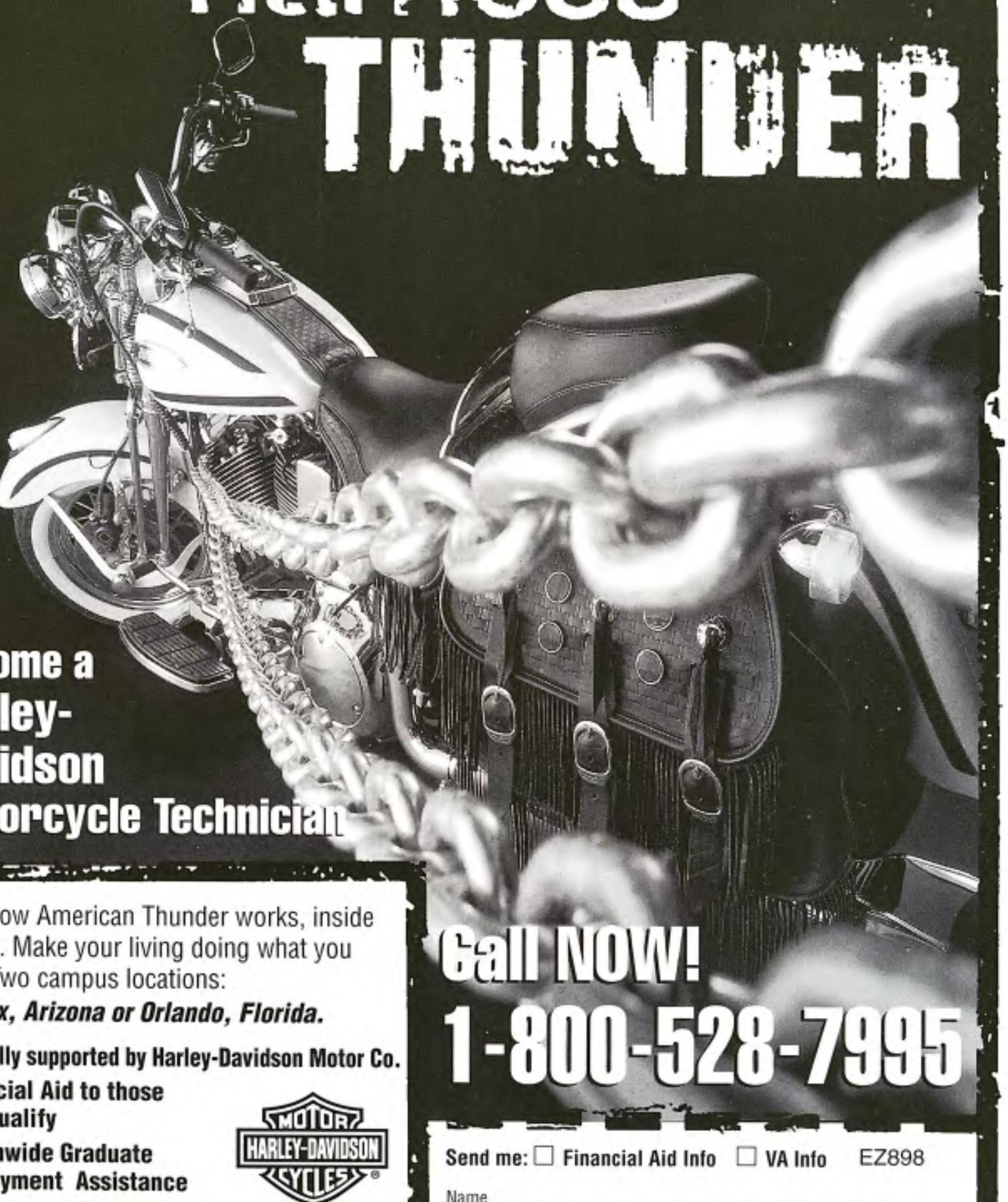
Living in the city, I have my concerns about my bike's safety. Sure, I know the old saying, "If they want it, they'll get it," but as a possible deterrent (besides a gun) are there any good alarm systems for bikes? I have seen several, and they all crap out after none-too-long, leaving you with no peace of mind. Anything you know of?

Mike Crawford
Miami, Florida

Yeah, I know about those bike alarms. There's one made by Ungo (a Clarion company) that has some pretty sophisticated features and an overall size of only 3x3.25x.75 inches, so it's easy to install on a bike. If you're worried about your car or truck's safety, Ungo has a system for that as well. Your local car stereo shop that sells Clarion products will carry this alarm system. The best protection are your eyes and constant vigilance.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

harness THUNDER



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Motorcycle Mechanics Institute

2844 W. Deer Valley Rd. Phoenix, AZ 85027 • 602-869-9644 A Division of Clinton Technical Institute

The Ride

Imagine it's the last week in July, and you live on either the East or West Coast. You've squirreled away the cash, planned a route, thoroughly checked the bike, and things look good to go. You've never done this before. It's 1,500 miles or more to Sturgis, but it's somethin' that's been eatin' away at your gut for years.

It could be smooth, it could be rough, it could be sweet or it could kick your ass. Plenty others have done it, and plenty others will. But you haven't ... yet.

So you head out at first light with friends, or maybe just the ol' lady, or maybe just yourself. One hundred miles out, it really starts to sink in: "Damn, I'm finally ridin' to Sturgis!"

Two hundred and fifty miles out, the bullshit of work and home is an invisible dot on your mirror. People have been staring at you and your ride with pure fuckin' envy.

Five hundred miles into it, the willies are gone, the bike is runnin' fine, and things could be worse. But they're not.

At 1,000 miles, you wanna be there already, but with 500 more to go, you damn well better stay focused and upright. Finally, after endless miles of country roads, cornfields, or deserts and mountain passes, with prairie forever in between, you roll that scoot into Sturgis. You'll feel a power like nothin' you've ever dreamed of. It'll wrap around you like a warm leather jacket on a cold winter night, and it'll stay with you for the rest of your life.

You pull over and close your eyes for a minute ... listening to the motor beneath you, feelin' that sonuvabitch just throbbin' away, askin' you what the hell is next. Then open your eyes again. The world doesn't quite look the same. And it never will.

What The Hell Is Next?

You head downtown and watch Main Street swell with bikes for five blocks, spilling out onto all the side streets. Over the next few days, you hit the hundreds of vendor booths, or you swing by the Buffalo Chip campground for one of their wild, nightly concerts. You ride up to Bear Butte, sacred mountain of the Lakota, then take a wide swipe northwest through Belle Fourche on your way to Spearfish Canyon, then back through Deadwood for some gambling and an 1800s step back in time.

You head south on 385 toward Mt. Rushmore and discover switchback roads like nothing you've ever seen before. You swing into Rapid City for Harley's Ride-In show and the ongoing H-D displays at the Rushmore Civic Center on your way to the Badlands, then loop back to Sturgis via Wall Drug on I-90. Then you grab a beer at the Broken Spoke, maybe catch the Hamster Ride-In, then look forward to checkin' out Big Daddy Rat's Friday chopper show in Sturgis' City Park. This is how it goes.

In between, plan on settin' aside Wednesday to do the Wyoming loop. Beulah has the street drags, Hulett has the Ham 'n' Jam party, and Sundance offers a hole shot contest like none other. And you sure don't wanna miss the Devil's Tower along the way and guided tours to Mt. Rushmore.

Then there's the National Motorcycle Museum, any and all of the Jackpine Gypsy races, AHDRA madness, Glencoe hillclimbs, and Harley demo rides and its traveling museum (in Sturgis). Bottom line: There's gold everywhere.

The following schedule oughtta keep you busy ... and then some. Times and dates may change, so double-check before you lock and load. But whatever you do, don't sit at home just wishin' you'd made the ride. Climbing Mt. Everest costs $60,000 for the permit and takes years of preparation. Going to Sturgis only takes a week at best, and the view is every bit as fine. —*Captain Trash*

Guide To Sturgis 1998: There's Gold Everywhere

GENERAL INFORMATION

RALLY INFORMATION/TOUR PRE-REGISTRATION

Most of the info packets available through the Sturgis Rally and Races, Inc., have to be pre-paid or covered by plastic. Tours and races do not. For more info write:
P.O. Box 189, Sturgis, SD 57785, call: (605) 347-6570, fax: (605) 347-3245, that big ol' World Wide Web address is http://www.rally.sturgis.sd.us, or e-mail those folks at srr@rally.sturgis.sd.us

RALLY REGISTRATION

Where: Rally Headquarters, City Armory, Junction Ave. and Main St.
When: 9 a.m.-10 p.m. daily, Saturday through Saturday.
Info: (605) 347-6570

JACKPINE GYPSIES MC

Pay your propers by dropping by the official rally headquarters of the Fathers of Sturgis (868 Main Street, Sturgis). They offer a very special one-year associate membership to their club for $75 (single), $100 for couples, with reduced renewal rates. This helps sponsor stuff like their races, events, and way-cool Web site (www.gypsies.sturgis-rally.com). You get free admission to all Jackpine Gypsies races, plus a T-shirt. Write 'em at P.O. Box 627, Sturgis, SD 57785, or call (605) 347-3418, fax: (605) 347-3443.

RACE ENTRANTS AND REGISTRATION

REI: (605) 393-9672 (Chuck Thomas)
Jackpine Gypsies: (605) 347-3418
AHDRA: (910) 292-4262

EMERGENCY PHONE NUMBERS FOR ATTENDEES

(605) 347-6570. Don't call this number just to remind your bro to buy you a shot glass (people actually have). Messages will be posted on very overloaded message boards located at Rally Headquarters (City Armory, Junction Ave. & Main St.) or at the Motorcycle Expo (Sturgis Community Center, 4th & Lazelle).

VENDOR PACKET

You wanna do business, you need this packet. It is jam-packed with information about rental sites, product selling, city, county, and state law/ordinances, plus advertising lowdowns. It's $20, from Sturgis Rally & Races, Inc.: (605) 347-6570. And while you're there, don't forget to hire a few bikers running low on beer money to help you set and tear down. They'll bust their asses for ya, guaranteed.

FRIENDS OF THE RALLY

A membership organization that offers info and special options. Membership runs from August to August, $16 North America, $26 outside the U.S. of A. Sturgis Rally & Races, Inc. (605) 347-6570.

ROOMS

There are a few (very few) slots left, and folks rent out their homes, too. The "Friends" packet from Sturgis Rally & Races, Inc. has all that lowdown, (605) 347-6570. Get a move on, hoss.

CAMPGROUNDS

It's legal to camp free in the woods in South Dakota, but the water is hotter in the campgrounds. Actually, a campfire permit is required and can be obtained through the Forest Service Offices. For info about nearby spots call (605) 347-6570. The women hang bras on their tents if they're lonely; it's part of a secret campground code. To see if we're kiddin', check yourself into one of the following and find out:

Bear Butte Creek Campground: (605) 347-3023
Bear Butte State Park (RV): (605) 347-5240
Boulder Park Campground (RV): (605) 347-3222
Buffalo Chip Campgrounds:(605) 892-2200
Bull Dog Campground (RV): (605) 347-2862
Day's End Campground:(605) 347-2331
Eagles Landing: (800) 484-9629, ext. 2735
End of the Trail (RV): (888) 347-3682
Glencoe CampResort (RV): (605) 272-4712
Hog: (605) 347-2431
Hog Heaven Campground (RV): (800) 272-1712
Rush-No-More: (605) 347-2916
Southside Campground: (605) 347-9060
Vanocker Campground (RV): (605) 347-4556
Tilford Gulch Campground: (800) 484-9495, ext. 1573

WEDDINGS

Gonna tie the knot? Want rice? Cake? Flowers? A minister? Call (605) 347-6570 for your info letter, courtesy of Sturgis Rally & Races, Inc.

CONCERTS

Rushmore Plaza Civic Center: (800) GOT MINE
Buffalo Chip Campground: (605) 892-2200
For complete concert details, grab these rags when you hit town: *Rally Guide, Rally Daily* newspaper, *Buffalo Chip Gazette*, or call (605) 347-6570.

FOOD COURT

Chow for as far as the eye can see and the nose can tell.
Where: Lazelle St. between Junction and First St., Sturgis
When: 10 a.m.-10 p.m., Sat. through Sat.

EASYRIDERS TRUCK

The Big Purple Machine, loaded with *Easyriders* merch, including Sturgis memorabilia T-shirts.
Where: Texaco parking lot, across from Days Inn, Sturgis
When: daily

HARLEY-DAVIDSON DEMO RIDES

Where: Super 8 Motel, Sturgis, exit 30
When: 9 a.m.-3 p.m. daily, Tuesday, Aug. 4 through Saturday, Aug. 8

HARLEY-DAVIDSON EXHIBIT/SHOW

Where: Rushmore Plaza Civic Center, Rapid City
When: 10 a.m.-6 p.m., daily, Tuesday, Aug. 4, through Saturday, Aug. 8

EXCELSIOR-HENDERSON MOTORCYCLE & ACCESSORY SHOW

Days Inn parking lot, I-90 exit 30, Sturgis. Don't miss the introduction of the production-intent Super X motorcycles, vintage motorcycles, Excelsior-Henderson Experience history exhibit, apparel sale and other activities, 10 a.m.-6 p.m. Saturday-Saturday. Info: (612) 873-7000

STURGIS RALLY MOTORCYCLE EXPO

This place is loaded, we're talkin' loaded, with some of the hottest aftermarket products and goodies.
Where: Sturgis Community Center, 4th & Lazelle, Sturgis
When: 10 a.m.-7 p.m., Sunday, Aug. 2-Friday, Aug. 7; 10 a.m.-6 p.m. Saturday, August 8
Info: (605) 347-6570

NATIONAL MOTORCYCLE MUSEUM/ HALL OF FAME

It's simple: You do not want to miss checking out this place.
www.museum.sturgis-rally.com,
e-mail: mcmuseum@sturgis.com
(605) 347-4875
9 a.m.-9 p.m. daily
2438 Junction Ave., off exit 32 off I-90

OTHER SERVICES WORTH NOTING

AIRPORT

Rapid City Regional Airport: 10 miles east of Rapid City, 45 miles southeast of Sturgis.
Airlines: Sky West (800) 221-1212
Northwest Airlines (800) 225-2525
United Express (800) 241-6522. Give your local travel agent a call for deals.

MOTORCYCLE SHIPPERS

Black Hills H-D: (605) 342-9362; Rogers Trucking: (615) 451-4872; Auto Shipping International, Inc. Carson, California (Int'l only: (310) 544-0400 or (800) 466-2744); Gold Rush Motorsports: (702) 255-2808; Berklay Air Services: (800) 254-4422; D&D Motorcycle Service: (800) 282-0507; Federal Company: (800) 747-4100; Liberty Bike Shipping: (800) 640-4487; U.S. Express, Inc.: (800) 468-1012

MOTORCYCLE RENTALS

WEST COAST

Western States Motorcycle Tours, Phoenix Ariz.: (602) 943-9030; California Cruisers, Beverly Hills, Calif.: (800) 289-9593; Route 66 Riders, Marina Del Rey, Calif.: (310) 578-0112, or (888) WE-RENT-MC; Dubbelju Motorcycle Rentals, San Francisco: (415) 495-2774; North American Tours, Las Vegas: (702) 434-0200; Adventure Motorcycle Tours, Las Vegas: (702) 644-7600; Ride The Dream, Inc. Santa Fe, N.M.: (800) 460-9575

EAST COAST

Street Eagle Motorcycle Rentals, Largo, Fla.: (813) 524-7999; Image Rentals, Orlando, Fla.: (407) 855-6325; Rolling Thunder Rentals, Ft. Lauderdale, Fla.: (305) 441-0952

BOTH COASTS

Budget Rentals: Daytona Beach, Fla., Boston, Mass., Martha's Vineyard, Mass.: (888) RENT-HD3; Eagle Rider Motorcycle Rental: San Francisco, Chicago, Orlando, Fla., Torrance, Calif.: (800) 501-TOUR

CHAMBER OF COMMERCE

Call these guys for specific info in their cities. They often have the skinny on last-minute doins' worth checkin' out.

Belle Fourche: (605) 892-2676
Deadwood/Lead: (605) 578-1876
Hill City: (605) 574-2368
Keystone: (605) 666-4896
Custer: (605) 673-2244
Rapid City: (605) 343-1744
Spearfish: (605) 642-2626
Sturgis: (605) 347-2556

HOSPITALS
Sturgis Community Health Care Center: 949 Harmon St., Sturgis (605) 347-2536
Ft. Meade Veteran's Medical Center: 1 mile from Sturgis on east Hwy. 34, (605) 347-2511

POLICE AND AMBULANCE
Sturgis Police Dept.: (605) 347-2573
Meade County Sheriff's Dept.: (605) 347-2681

HARLEY-DAVIDSON PARTS AND SERVICE
Black Hills H-D: 141 E. Omaha, Rapid City, (605) 342-9362
Black Hills Sturgis H-D (parts only): 1040 Junction Ave., Sturgis, (605) 347-2056
Black Hawk Custom V-Twin: 1149 N. Hwy 79, Black Hawk, Exit 48, (605) 787-6363
Frank's Place: 9 Fairground Loop Rd., Spearfish, Exit 10 off I-90, (605) 642-8095
Nostalgia Cycles: 1970 Atlantic St., Rapid City, (605) 393-2600
Pig Performance: 1330 E. Patrick, Rapid City, (605) 348-0752
Rock's Place: 1008 N. Steer, Whitewood, (605) 269-2492
Roscoe's Motorcycle Repair: 1125 Kennel Dr., Rapid City, (605) 394-9084

RACING EVENTS
Sturgis Fairgrounds: Ball Park Rd., Sturgis
Sturgis Dragway: Hwy. 34 East, Hwy. 79 N
Rally Events, Inc. (REI) Hillclimb: entrance at Glencoe CampResort, Hwy. 34 east

TOWING
Walt's Towing: Raccoon Rd, Sturgis, (605) 347-2764
Zylstra Towing: 2275 W. Lazelle St., Sturgis, (605) 347-4600

EXHIBITOR'S LIST

50's Boy
What: H-D bolt-on and gauge accessories
Where: Rapid City H-D

AB Tech
What: billet products
Where: Motorcycle Expo, inside Sturgis Community Center

AIM
What: legal aid to injured motorcyclists
Where: Rally HQ, Main St., Sturgis

ACCEL Powersports
What: ignition products, plug wires, coils
Where: Motorcycle Expo, Sturgis Community Center

American Quantum Cycles
What: What else?
Where: Motorcycle Expo, Sturgis Community Center

Balance Masters
What: balancing kits for H-D
Where: Motorcycle Expo, Sturgis Community Center

Big Dog
What: haul-ass scooters
Where: Motorcycle Expo, Sturgis Community Center

V-Thunder by COMP
What: superb valve train parts, fuel injection controls
Where: Motorcycle Expo, Sturgis Community Center

Compu-Fire Performance Products
What: Ignition coils, voltage regulators, charging systems
Where: *Easyriders* Facility, exit 30

Drag Specialties
What: parts and accessories for H-D
Where: Motorcycle Expo; truck in parking lot

Edelbrock Corporation
What: high-performance heads for H-D
Where: Motorcycle Expo, Sturgis Community Center

Ego Tripp
What: wheels, rotors, pulleys
Where: Big Al's, Main Street

Excelsior-Henderson Motorcycles
What: The one and only, plus apparel
Where: Days Inn, exit 30, Sturgis

Hallcraft's Industries
What: wire wheels, brakes, rotors, pulleys
Where: *Easyriders* Facility, exit 30, Sturgis

Eric Herrmann Studios
What: motorcycle artwork, glass sculptures
Where: Camel Roadhouse, 4th & Main, Sturgis

J&P Cycles
What: aftermarket parts and accessories for H-D
Where: Rally Headquarters, Main St. & own shop on Lazelle St.

JIMS
What: performance products and tools for H-D
Where: Motorcycle Expo, Sturgis Community Center

Landmark
What: wheels
Where: J&P's Cycle

Lehman Trikes, Inc.
What: trikes and conversion kits
Where: McPherson Propane (exit 32) Junction Ave.

Luster Lace
What: polishes
Where: *Easyriders* Facility, exit 30, Sturgis, and inside Motorcycle Expo, Sturgis Community Center

M.B. & Strings
What: collectible die-cast model trucks
Where: Rally Headquarters, Main St. and Junction, Sturgis

MID-USA Motorcycle Parts
What: aftermarket parts distributors, MID-USA, Hardbody, PowerHouse, Galaxy Wheels
Where: next to *Easyriders* truck, Texaco Truck Stop

Mothers Custom Cycles, Inc.
What: derby, timing, air filter and gas cap covers
Where: *Easyriders* Facility, exit 30, Sturgis

Motorvation Engineering
What: sidecars, bike cargo trailers, and hitches
Where: call (712) 754-3664

Mustang Motorcycle Products
What: seats
Where: 2222 Junction Ave. (next to National Motorcycle Museum)

NEMPCO
What: rubbermount frames for big twins and Sportsters
Where: Motorcycle Expo, Sturgis Community Center

Pingel
What: street and drag performance products
Where: J&P's Cycle

Pro-One Inc.
What: H-D performance adornments
Where: Motorcycle Expo, Sturgis Community Center

Progressive Suspension
What: less bounce, better kidneys
Where: J&P's Cycle

PTS
What: parts and accessories
Where: *Easyriders* Facility, exit 30, Sturgis

RC Components
What: wheels
Where: *Easyriders* Facility, exit 30, Sturgis

S&S Cycles
What: 100-113-cubic-inch motors
Where: Motorcycle Expo

Saddleman by Travelcade
What: seats and saddlebags
Where: Recreation center

Samson Motorcycle Products, Inc.
What: exhausting list of products for Harleys
Where: Motorcycle Expo, and National Motorcycle Museum

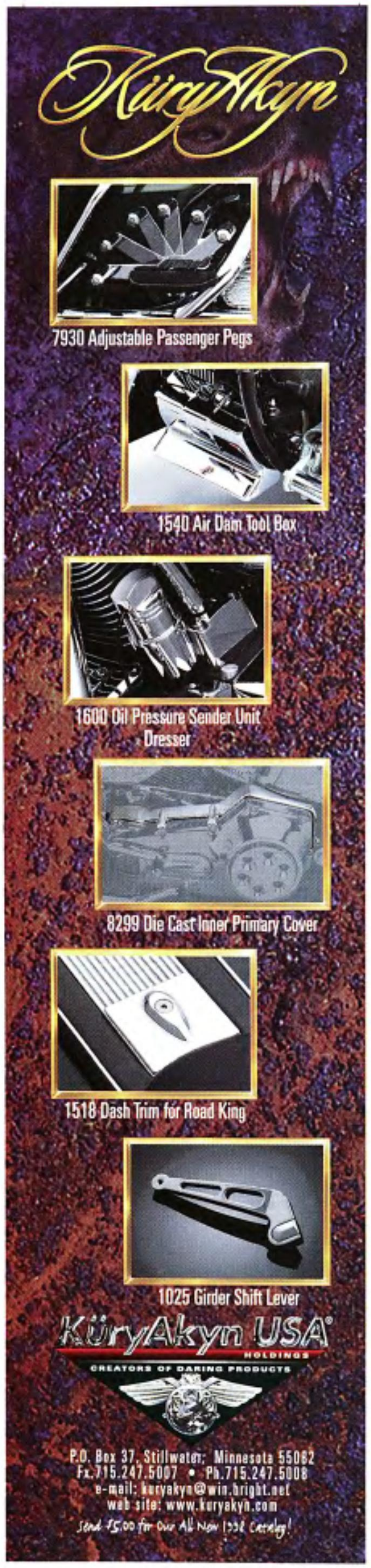
T-Bags
What: travel bags
Where: J&P's Cycle

TP Engineering
What: engines, engine cases, cylinders, and trannys
Where: J&P's Cycle

Titan Motorcycle Co. of America
What: performance custom motorcycles
Where: 4th & Lazelle

The Trike Shop, Inc.
What: trike conversion kits
Where: call (612) 777-7774

Zipper's
What: high-performance products for Harleys
Where: J&P's Cycle



CALENDAR OF EVENTS

FRIDAY, JULY 31

Rally Headquarters at the Armory, Main St. (Official Rally registration, tour tickets, general info, vendors) 3 p.m.-10 p.m.

SATURDAY, AUGUST 1

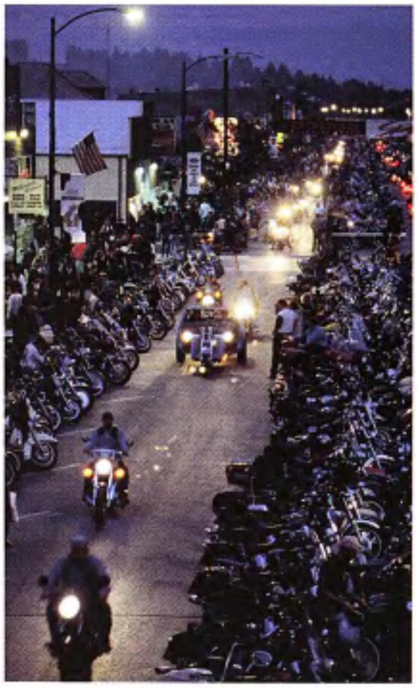
Rally Headquarters at the Armory, Main St., through Saturday, 9 a.m.-10 p.m. daily

Excelsior-Henderson Experience, multimedia presentation, Sturgis Days Inn, exit 30, 9 a.m.-6 p.m. daily

Sturgis Rally Food Court, Lazelle Street, through Sunday, 9 a.m.-10 p.m. daily

SUNDAY, AUGUST 2

13th Annual ABATE of the Black Hills Easter Seal Poker Run. Registration at Rally Headquarters (Armory, Main St., Sturgis), 9 a.m.-11:30 a.m.



MONDAY, AUGUST 3

(Official first day of the 58th Annual Sturgis Rally & Races) 9 a.m. Wyoming Encounters Tour, departs for Devil's Tower, $30. Meal at Devil's Tower. Fuel top-off, meal and park admission are part of the tour, (605) 347-6570. No refunds after July 1, 1998.

FLASH Race, Sturgis Dragway, Hwy. 34 East, 6 p.m.

TUESDAY, AUGUST 4

Harley-Davidson Demo Rides, Super 8 Motel, Sturgis, exit 30, through Saturday, 9 a.m.-3 p.m.

Harley-Davidson Show, Rushmore Plaza Civic Center, Rapid City, through Friday, 10 a.m.-6 p.m.

Kruse International Vintage and Classic Motorcycle Auction, Sturgis Soccer Field, 10 a.m.

REI Amateur Hillclimb, at Glencoe Camp Resort, Hwy. 34 East, 12 noon

AHDRA Tune & Test, Sturgis Dragway, Hwy. 34 East, 4 p.m.

AHDRA Two rounds of Pro-Qualifying, Sturgis Dragway, Hwy. 34 East, 6 p.m.

WEDNESDAY, AUGUST 5

Harley-Davidson Ride-In Bike Show, Rushmore Plaza Civic Center, Rapid City, 8 a.m.-5 p.m.

National Motorcycle Museum & Hall of Fame Inductee Breakfast, 9 a.m., Holiday Inn, Spearfish

AHDRA Tune & Test, Sturgis Dragway, Hwy. 34 East, 4 p.m.

AHDRA Pro-National Semi Finals (head-to-head elimination, all classes),

Photos: Mike Lichter

Sturgis Dragway, Hwy. 34 East, 6 p.m.

Dark of the Moon Tour, departs for Crazy Horse, 7:30 p.m., $15. Includes fuel top-off. Disbands at Crazy Horse, (605) 347-6570. No refunds after July 1, 1998.

THURSDAY, AUGUST 6

Retread Coffee Hour, at Pearl Hoel's home, 2301 South Baldwin, Sturgis, 8 a.m-11 a.m.

Hamster Ride-In, Sturgis Community Center, 2 p.m.

AHDRA Pro-National Final, all classes, Sturgis Dragway, Hwy. 34 East, 6 p.m.

Dodge Truck Pro Hillclimb, Glencoe Camp Resort, Hwy. 34 East, noon

Dodge Truck Challenge "Baddest Hill" Hillclimb, Glencoe Camp Resort, Hwy. 34 E

AHDRA Pro-National Final, all classes, Sturgis Dragway, Hwy. 34 E, 6 p.m.

FRIDAY, AUGUST 7

Rat's Hole Custom Chopper Show, Sturgis City Park/Woodle Field, 8:30 a.m.-dusk

White Plate Flattrackers Breakfast, Jackpine Gypsies Clubhouse, 8 a.m.-11 a.m.

7th Annual Governor's Tour, sponsored by Sturgis Rally & Races, Inc. & Rally Events, Inc. Departs from Motorcycle Expo, 4th & Lazelle, 9:30 a.m. Lead by governor of S.D., William Janklow, escorted by the S.D. Highway Patrol, (605) 347-6570. No refunds after July 1, 1998.

All Nitro Fuel Harley Shoot-Out, Sturgis Dragway, Hwy. 34 East, 6 p.m.

SATURDAY, AUGUST 8

Sturgis Rally Motorcycle Expo, Sturgis Community Center, 4th & Lazelle, 10 a.m.-6 p.m.

Raffle drawings, located at the Motorcycle Expo, 5 p.m.

SUNDAY, AUGUST 9

We're outta here! See ya next year, August 9-15, 1999

JACKPINE GYPSIES

• Sunday, August 2
Moto-Cross at Jackpine Gypsies Club Grounds, 11 a.m.

• Monday, August 3
Hillclimb at JG Club Grounds, noon

Short Track-Amateur/VDTRA Regional at JG Club Grounds, 8 p.m.

• Tuesday, August 4
Northern Tri-State Tour from JG Headquarters (Vets Club), 9 a.m.

Motorcycle Rodeo at JG Club Grounds, noon

Short Track PRO at JG Club Grounds, 8 p.m.

• Wednesday, August 5
Southern Hills Tour from JG Headquarters (Vets Club), 9 a.m.

Motorcycle Rodeo at JG Club Grounds, noon

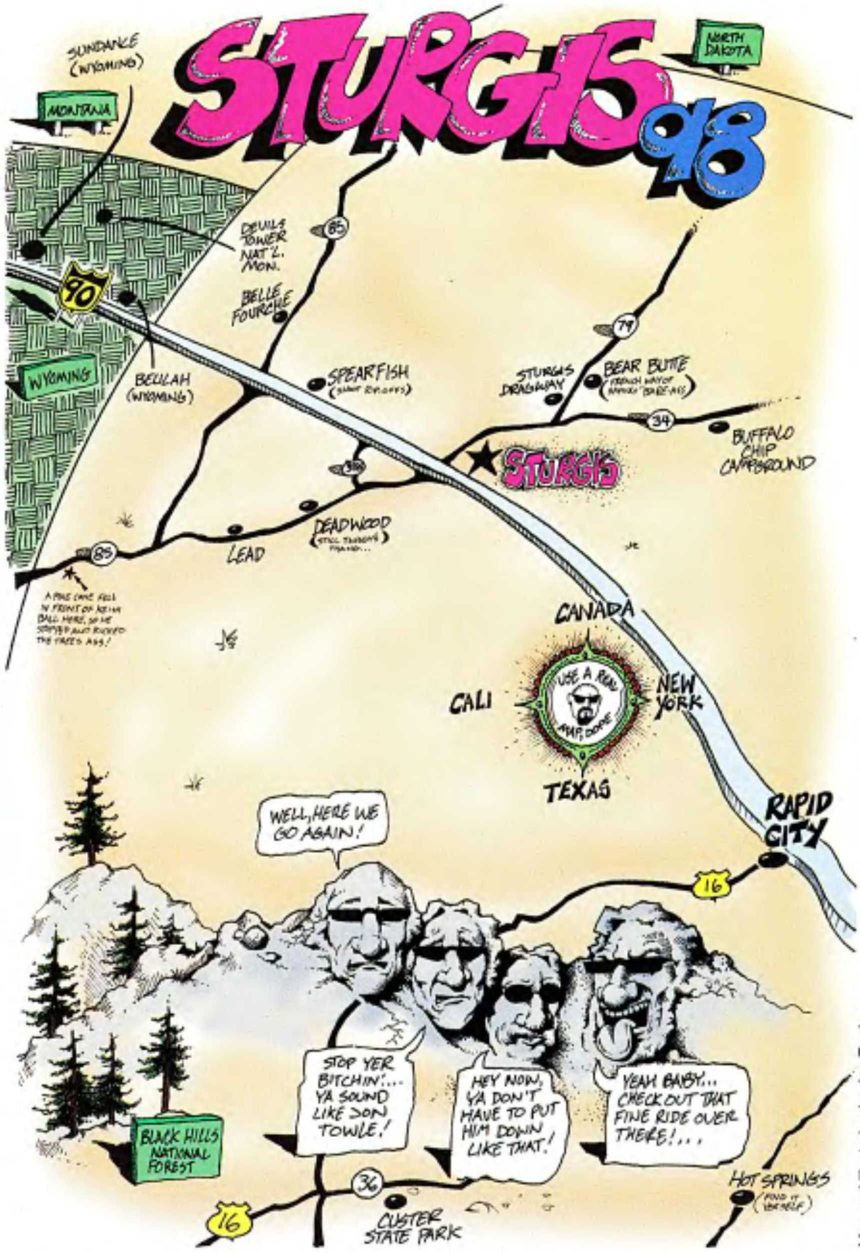
Grand National 1/2 mile at Black Hills Speedway Rapid City, 8 p.m.

• Thursday, August 6
1/2 mile PRO-AM/VDTRA National at Black Hills Speedway Rapid City, 4 p.m.

• Friday, August 7
Hillclimb PRO at Jackpine Gypsies Club Grounds, noon

Short Track PRO at Jackpine Gypsies Club Grounds, 8 p.m.

• Saturday, August 8
Short Track Amateur/VDTRA National at JG Club Grounds, 8 p.m. Not a Jackpine Gypsy event.



Map and Illustraion by Jon Towle

Tours leave from Rally Headquarters at the Vet's Club in Sturgis (868 Main St., one block east of post office). 9 a.m., Tuesday & Wednesday.

All racing events and hillclimbs are held at the Gypsy Club Grounds except the 1/2-mile racing which is at the Black Hills Speedway in Rapid City, S.D.

Below: This is the 6th "official" Sturgis bank by M.B. & Strings. There are only 2,000 of 'em, so head down to the Armory and grab one quick.

The instant I saw George Sepulveda's astonishing custom, I knew why he'd named it "Phantom." Here's a bike with enough power to swallow up any merely mortal motorcycle, enough unexpected or hidden features to bewilder a seasoned observer, and a flawless paint job as changeable as a will o' the wisp.

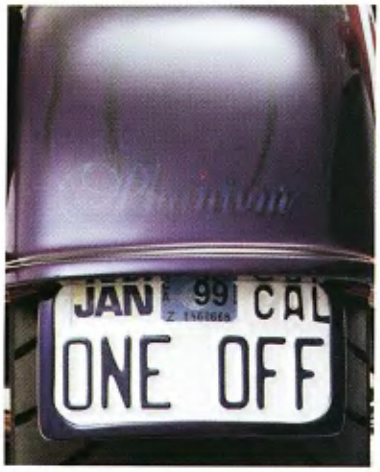
"We decided to build from scratch," says George, "and to make no compromises in design or component along the way." The bike bears out George's commitment to quality. For example, the monster mill powering this spectral scoot is a perfectly square 4.25-inch by 4.25-inch motor, providing 120 cubes of displacement without boring or stroking. And though the machine has yet to be checked out on a dyno, George says that its size, in conjunction with special, custom heads and a two-barrel, downdraft Weber carb, should crank out somewhere around 160 horsepower.

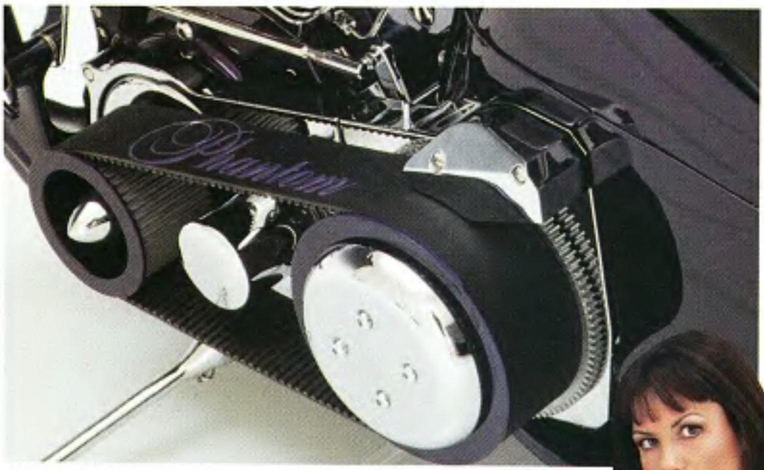
Complementing the engine's raw power are dozens of subtle, innovative features such as the bike's hidden gas tank. That's right—hidden. "What looks like a normal gas tank," George says, "is actually just a shell. A remote-controlled motor, designed by Greg at Hotronics, lifts the shell, exposing the carb and the air cleaner, as well as the master cylinder for the brakes and the hydraulic clutch. If you're wondering where the real item lurks, a 2.5-gallon tank is molded into the back fender behind the oil tank, and is filled through a cap beneath the seat. An electric pump sends fuel through the frame and up to the carb. Also contributing to the bike's seamlessly uncluttered look are custom-made internal handlebar controls, LED taillights built into the rear fender, steel footpegs molded into the frame, and General Aviation brakes designed for light aircraft.

The bike's most immediately arresting →

gallopingGHOST

"It is the image of the ungraspable phantom of life..."
— *Herman Melville, Moby-Dick*



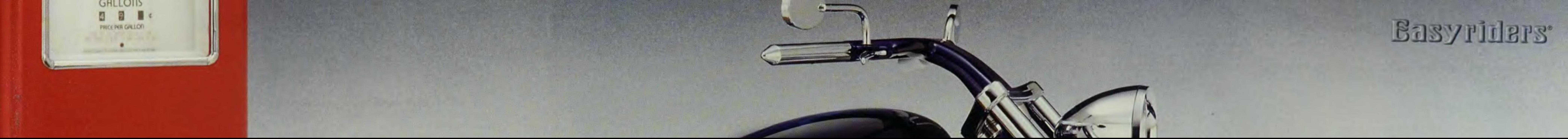


Heide Fowler, our cover girl contest winner from Salt Lake City, Utah.

feature is its preternatural paint job, as purple as the Phantom of comic strip fame, and as iridescent and changeable as a shape-shifting ghost. "The brighter the light, the more the pink effect, turning almost to black as the light source and intensity changes," George says.

Two years of dedicated effort went into the completion of this purple powerhouse, but the resulting success was immediately apparent when the bike took Best of Show in its first competition and repeated the performance at this year's *Easyriders* Invitational in Columbus, Ohio. And that's just the beginning. The Damon's Motorcycle Creations rigid won a ViQue for Best Bike of the Year at the prestigious *VQ* Bikers Ball in Daytona Beach, Florida. Be forewarned: the Phantom strikes.

—*Tex*


GALLONS
PRICE PER GALLON
Easyriders

Phantom

passin' gas

While visiting an elementary school class, President Clinton asked the young students if anyone could give him an example of what a "tragedy" was.

One little boy stood up and said, "If my best friend was playing in the street and got hit by a car and died, that would be a tragedy."

"No," said Clinton, "that would be known as 'an accident.'"

A little girl then raised her hand and suggested, "If a school bus with 50 children on it drove off a cliff, killing everyone on board, that would be a tragedy."

"I'm afraid not," explained Slick Willie. "That would be what we call 'a great loss.'"

Finally, a biker's rugrat in the back of the room raised his hand and volunteered, "If an airplane carrying Bill Clinton and Hillary Rodham Clinton were blown out of the sky by a bomb, *that* would be a tragedy."

"Wonderful!" enthused Clinton. "Marvelous! And can you tell the class why that would be a tragedy, son?"

"You bet I can," said the biker's kid. "Because it wouldn't be no accident, and it damn sure wouldn't be no great loss!"

Scrappy
Walla Walla, Wash.

Tell me the truth, babe," said the bro after making love to his ol' lady.

"Did you fake it that time?"

"Nope," she replied. "This time I really was asleep."

Tillerman
The London Dairy

Pulling over a carload of nuns for traveling so slowly, the highway patrolman asked the driver why she wasn't moving any faster.

"But, sir," the nun replied, "all these signs read '25.'"

"Sister," the cop said, "that's the route number, not the speed limit. This is Route 25. The speed limit is 65."

"My heavens, I guess that explains why the other sisters were screaming so much before," said the nun.

"What are you talking about?" asked the patrolman, noticing that the other nuns in the car did indeed appear quite pale and shaken up.

"We just got off Highway 101."

David C.
Ogden, Utah

Lately, whenever I cough, my nipples get hard," the shapely hardbelly complained to her physician.

"That's certainly unusual," he said.

"Please remove your blouse and cough for me."

The doctor then began to examine her lush breasts and fully erect nipples.

After a considerable time touching and observing her firm, ample tits and rock-hard nipples, the physician still appeared to be thoroughly puzzled.

"Young lady, I have no idea what you have," he finally conceded, "but it's contagious as hell!"

Risky
Taking Chances

An atheist wanted to take a truly one-of-a-kind fishing trip, so he decided to fly to Scotland and fish in Loch Ness. As he was lazily casting, the Loch Ness monster suddenly emerged from the depths, let out a terrible hiss, and coiled menacingly, read to attack.

"Oh, God, save me!" cried out the terrified atheist.

Suddenly a thunderous voice boomed from the clouds: *"I thought you didn't believe in me!"*

"Hey, God, gimme a break," the fisherman pleaded. "Until a minute ago, I didn't believe in the Loch Ness monster, either."

The Blaze
Toontown

In the middle of the night, Mad Mike's ol' lady shook him by the shoulder and whispered, "Wake up—I think I hear someone downstairs going through your wallet!"

Without opening his eyes, Mad Mike said, "Leave me out of this. You two fight it out between yourselves."

Steven Caughorn
Huntsville, Texas

The biker parks his scoot along the country lane late one night and leads his hot date over behind some bushes, where they have at it hot and heavy. After the first roll, though, the chick's still horny as hell and wants another go, so he obliges her a second time. Then she *still* wants more, and the bro manages to get it up for her another time. Again she asks for a repeat performance, and the exhausted biker tells her, "Excuse me a minute, darlin', but I've got to relieve myself."

He steps out from the bushes and notices a dude half a block away, changing a flat on his car. The bro strolls over and tells him, "Look, man, I've got this real sexy number over there in the bushes, and I've given it to her three or four times, but she still wants another throw—how about I change your flat, and you take over for me?"

"Sure," says the guy, heading off to the bushes. The cager is just getting in the high numbers with the chick when suddenly a cop's flashlight beam shines on them through the greenery. The cop asks, "What the hell do you think you're doing there, mister?"

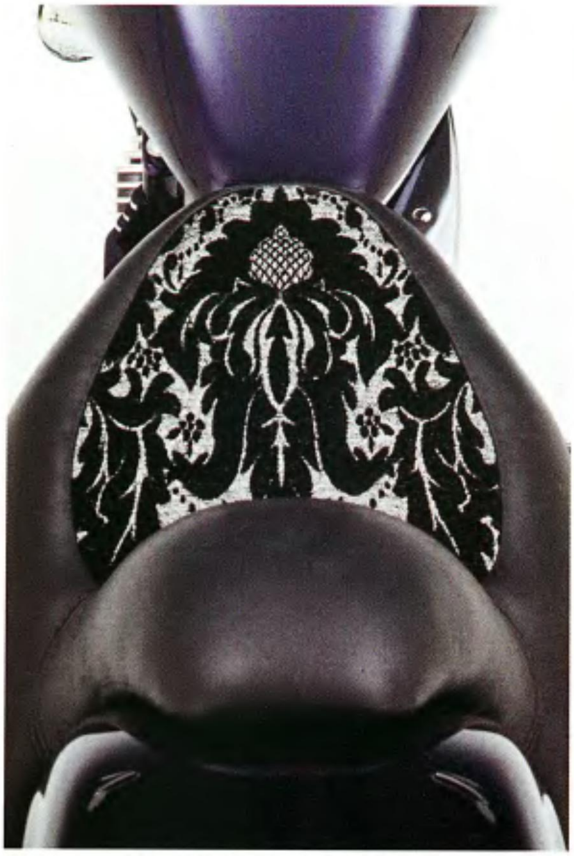
The startled man quickly replies, "I'm making love to my wife. What does it look like?"

"Yeah?" the cop asks. "So why don't you do that at home instead?"

"To tell you the truth," admits the cager, "I didn't know it was my wife until you shined that flashlight on her."

Tangerine Maelene
Lafayette, Indiana

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Owner: George Sepulveda
City: Orange, California

General
Fabrication: Damon's
Year/make: 1998 Special Construction
Model: Phantom
Assembly: Ben at Damon's
Chroming: Orange County Plating

Engine
Year/model: 1998 Keck
Rebuilder: Damon's
Ignition: Crane Hi-4
Displacement: 120 cubic inches
Lower end: S&S
Pistons: 11.5:1 NASCAR specs
Cases: Keck
Heads: Hyperformance
Cam: Andrews
Carb(s): Weber
Pipes: custom
Modifications: balancing by Damon's, custom air cleaner, JIMS lifters

Transmission
Modifications: Primo belt, Andrews backcut gears

Paint
Molding: Damon's
Painter: Luis at Damon's
Color/type: special mix candy/ House of Kolor, Evercoat
Special paint: ghost flames

Frame
Year/builder: 1998 Damon's
Type: rigid
Shocks: none
Modifications: 41-degree rake, 3.75-inch stretch

Accessories
Bars: custom/Damon's
Handlebar controls: '47 Indian
Fender(s): Damon's
Headlight: Roadwings
Taillight: LED
Speedo: none
Dash: none
Pegs: Billet Concepts
Electrics: Greg at Hotronics
Foot controls: frame-molded
Gas tank: custom, remote control
Oil tank: stretched
Seat: Mr. Stitcher
Mirrors: Cycle Smith
Grips: Billet Concepts

Forks
Type: wide glide
Builder: Damon's/Boyd
Modifications: integral hubs

Wheels

Front
Type: Roadwings 80-spoke
Size: 21-inch
Tire: Avon
Brake: light aircraft

Rear
Type: Roadwings radial laced
Size: 16-inch
Tire: Avon
Brake: light aircraft

Photos: Raiko Hartman

BEST OF SHOW
Easyriders Invitational Bike Show, Columbus, Ohio, Feb. 13-15, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

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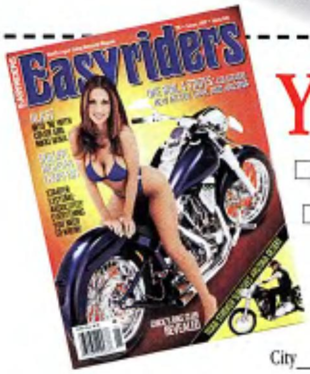

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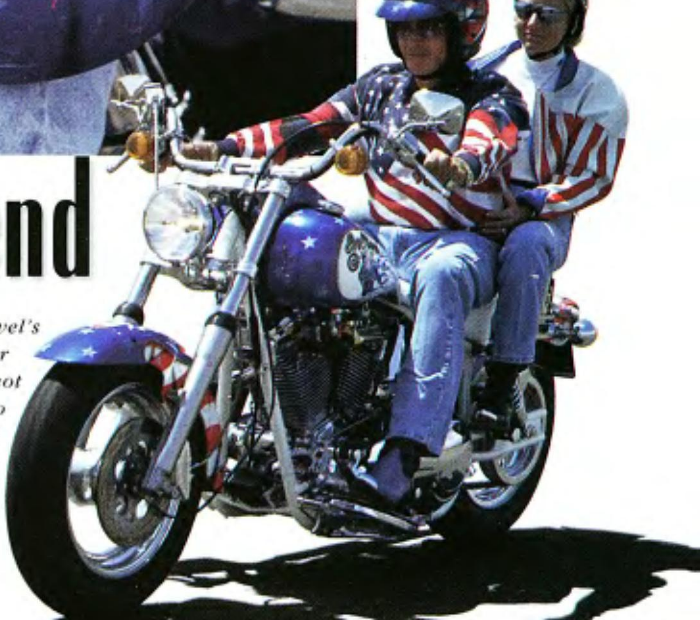
EVEL knievel

An American Legend

In the past, we have covered Evel Knievel's pro-helmet politics and his lobbying efforts for mandatory helmet use. Although we do not agree with his political agenda, we do respect his achievements and the skills he has brought to the motorcycle industry. For that reason alone, we submit this article for you to make up your own minds. —Ed.



Ladies and gentleman, America's favorite daredevil, Evel Knievel! Like many of you, I grew up watching *ABC's Wide World of Sports*, waiting for Evel to come out and attempt some jump that everyone was sure would kill him. Sometimes you got to see him make the jump, other times you stared at the TV, watching the slow-motion effects as the station replayed the crash over and over. Then, no matter what the outcome, we all ran out, got on our bicycles, dirt bikes, whatever, and tried some type of jump. At that age, buses, cars, and the like were unattainable, so we used boxes, rocks, trash cans, siblings, and any other kid dumb enough to lie down in the dirt and let us (hopefully) jump over him.

More than 30 years ago, Evel embarked on a career that would bring about the word daredevil. Before it was hip, before people crowded into an arena hungry for blood, before performing as a daredevil was limited to the half-time show at the Monster Truck pulls, Evel was jumping his motorcycle over anything he could. His first jump was in Moses Lake, Washington, in 1965. He jumped 50 rattlesnakes in a 90-foot box and two mountain lions. He smashed into the box, releasing all the snakes and terrifying the lions—not to mention the fans gathered around near the snakes. Since then he's made more than 300 jumps, his last being in King's Island, Ohio, where he successfully jumped 15 Greyhound buses. Most of his jump bikes were Harley XR750s, with hardly any modifications. Of course, the frames were modified to withstand the punishment. The engines were tuned as fine as possible by Evel and the late Roger Reman, the only other person to work on the bikes. In fact, the only noticeable addition would be the Mikuni carbs—a far cry from the bikes Evel's riding now.

On February 23, 1998, moments after his son, Robby, completed his record-breaking jump in Las Vegas, Evel announced that a deal had been worked out with California Motorcycle Company (CMC) to build a series of limited-edition bikes bearing Knievel's name. It was no secret that Evel had been shopping some of the top bike manufacturers out there. Just as Titan Motorcycle Company grabbed the spotlight with their *Playboy* bike and cover, and Big Dog Motorcycles hit the nation's cable airwaves with their bikes being featured on the show *Soldier of Fortune, Inc.*, CMC has Evel.

CMC's owner, Rey Sotelo, sealed the deal by committing to build 500 bikes of each of the six different Evel Knievel Signature models. Mike Maffei, who holds the dealer development and promotions director position for CMC, has worked out a design with Evel (who has final approval) for all models. Each motorcycle will depict one of Evel's jumps (or crashes, as the case may be). There will be a Snake River Softail complete with rattlesnake graphics.

I interviewed Evel in Laughlin this year, as he was preparing to lead CMC's first annual Player's Ride. The ride from Laughlin to Lake Havasu included some past and present Super Bowl players, and local dignitaries. Although there were a whole lotta Super Bowl rings floating around there, Evel and the Production Number 1 bike were getting all the attention. With its red, white and blue paint scheme, the bike really brought back memories of watching a scoot with that same paint scheme jumping buses, fountains ...

The CMC/Evel Knievel Signature models will feature the CMC Rocket 88, S&S engines, with the 502 cam, Super Stack heads, 4.25-inch stroke x 3.625-inch bore, and a 9:1 compression ratio. CMC/Andrews 5-speed gears and CMC's 6061-T6 aircraft-quality product line of controls, triple trees and calipers will be added to help finish off the look. What will definitely set these bikes apart from the other CMC models, besides the paint graphics, will be the gold-plated accents used to highlight the paint graphics. It seems that CMC isn't the only one with an "Evel" project in the works. For all of us into toys, no not *those* kinda toys, Hasbro is set to re-release seven of the original Evel Knievel toys, including the original die-cast Evel Knievel motorcycle, as a collector toy. All of the toys—get this—will have the CMC logo on them!

In the '70s, Evel was at the height of his career. The jump at Caesar's Palace in →

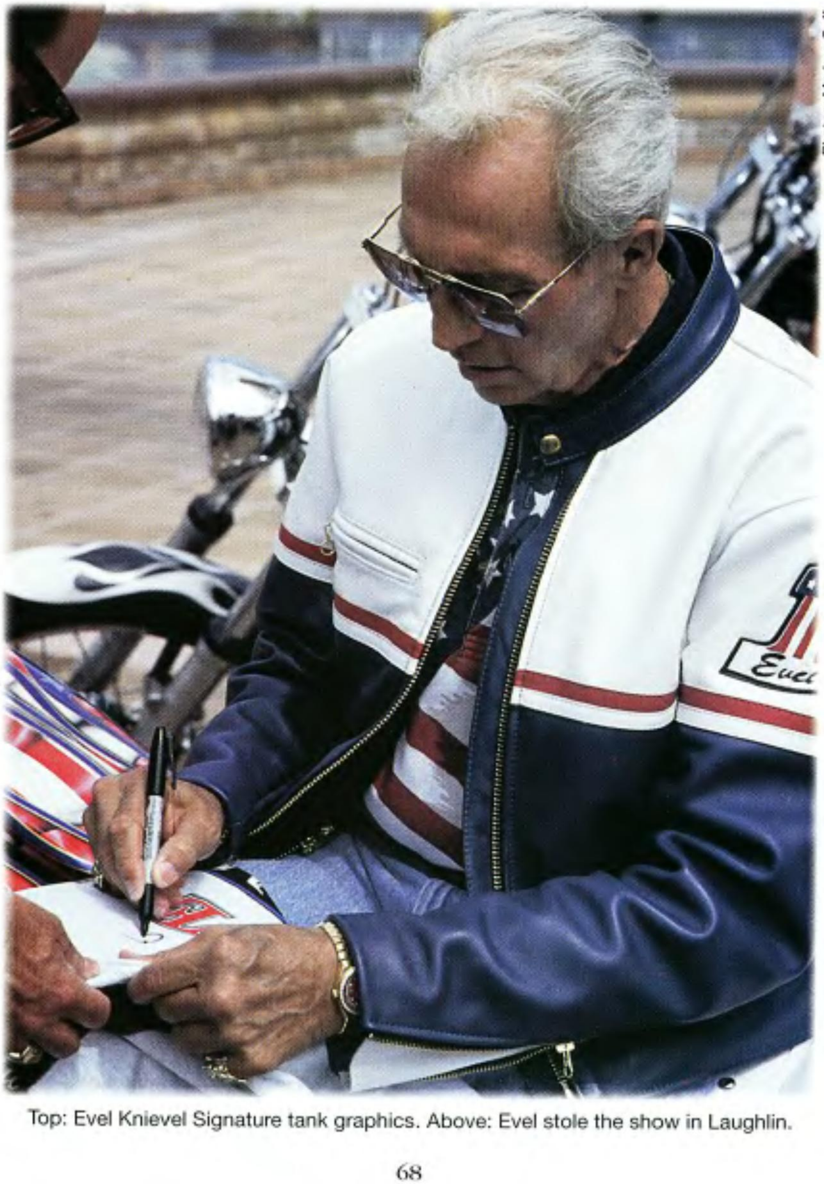
Las Vegas will always be remembered as one of his biggest crashes to date. Unfortunately, his 1974 attempt to jump over the Snake River in Idaho will also go down as his most public failure. Evel has said that it was a great jump with a hard landing. "I don't really talk about the take-off," he says. "The *landing* was a little tough, however." A little tough? Man, I figure launching yourself from a homemade rocket into a canyon, then falling hundreds of feet—face first—into the dirt would be more than a little tough! Over Evel's career, he's survived 35 broken bones, including a crushed pelvis and broken back in the Vegas jump, and 15 major surgeries. But what of the man today?

Unfortunately, all is not coming up roses for Evel. At 59 years of age, you would figure that Evel would be able to relax and not worry about surviving another jump attempt. I mean, he *does* spend more time on the golf course than he ever thought he would. "Back in the day," he says in a voice I am now able to discern as coming from a man who's put it all on the line for many years, "I had my share, and everybody else's, of beer, Jack, and major painkillers, and now it's all catching up to me."

You may recall seeing a short blurb on Evel getting hip replacement surgery in our June issue (#300). At the time, his surgeon, Thomas Bernasek, said, "He is in really great shape for everything he's been through." It seems Dr. Bernasek spoke, and we printed, a little too prematurely.

Evel is right. His former lifestyle *has* caught up to him. Evel now wears a pager 24 hours a day, and waits for it to go off. "It seems as though abusing that much alcohol has ruined my liver, and now I need a transplant." The words came out of his mouth, echoing the sound of defeat.

Although he is not poor by any means, he certainly isn't as wealthy as many of us may think. Evel made more than $40 million in his career; however, he was never able to obtain medical insurance. Go figure! Who's gonna insure a guy who performed the stunts he did? Most of that money went to pay for medical bills and the like. When I asked him why he thought it was important to publish his situation in a story, he said, "Many of us think that type of lifestyle is the way to live, and I'm living proof of what can happen if you do."



Photos: Markus Cuff

Top: Evel Knievel Signature tank graphics. Above: Evel stole the show in Laughlin.

For what it's worth, you can have whatever opinion you wish about Evel Knievel. Yeah, his politics haven't always been in favor of many bikers out there, but he's still Evel. So although his life isn't exactly where he, or anyone, for that matter, would want it to be, Evel's making the best of it. Just as he prepared himself for many of those jumps we all waited to watch, he now prepares himself for what has become his biggest "jump" yet. We wish him the best of luck. Break a leg Evel! Oh that's right, you've done that a few times. Good luck then.

—*Oil Can*

With thanks to Wordman for helping with this story.

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In the Wind

Puttin' down a Georgia country road. — *B.J. Orchard, Montgomery, Ala.*

There goes Muttly. —*Shawn O'Bray, Surrey, B.C.*

Good ol' Goat Boy, Daytona '98. —*Nancy Jermyn, Sanford, Fla.*

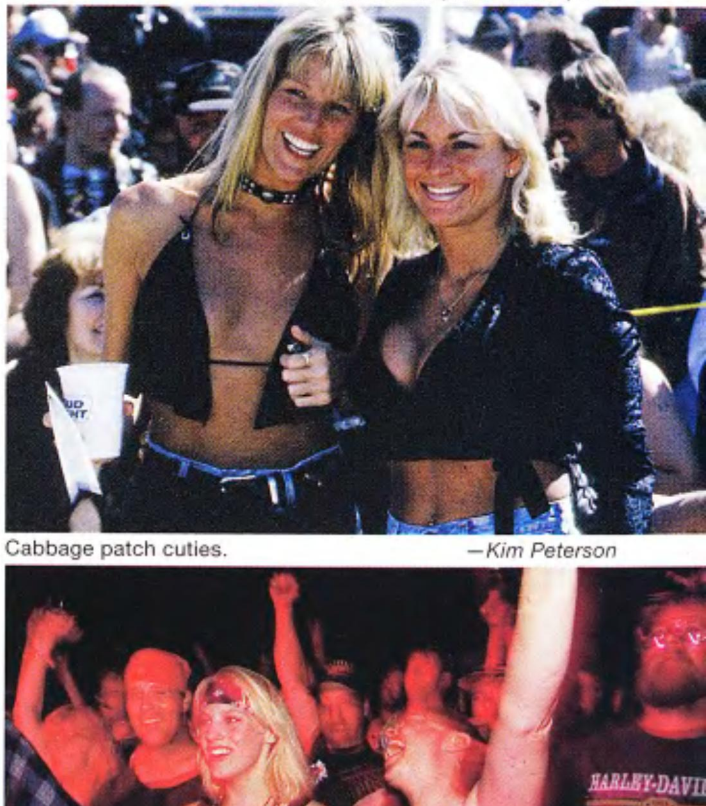
Hurray for the red, white and blue. —*Hoppy, Muncie, Ind.*

Sparky lookin' sharpie at Arizona Bike Week '98. *—Jerry Portelli, Scottsdale, Ariz.*

After two days of rain, sleet, and snow, it's sunshine in Wyoming. Red Rock Run, Memorial Weekend. *—James Coca, Gillette, Wyo.*

Melanie and Matt Hanson at their biker wedding. —*Matt Hanson, McPherson, Kan.*

Yo, bros, see somethin' ya like? —*Billy Tinney, Chilicothe, Ohio*



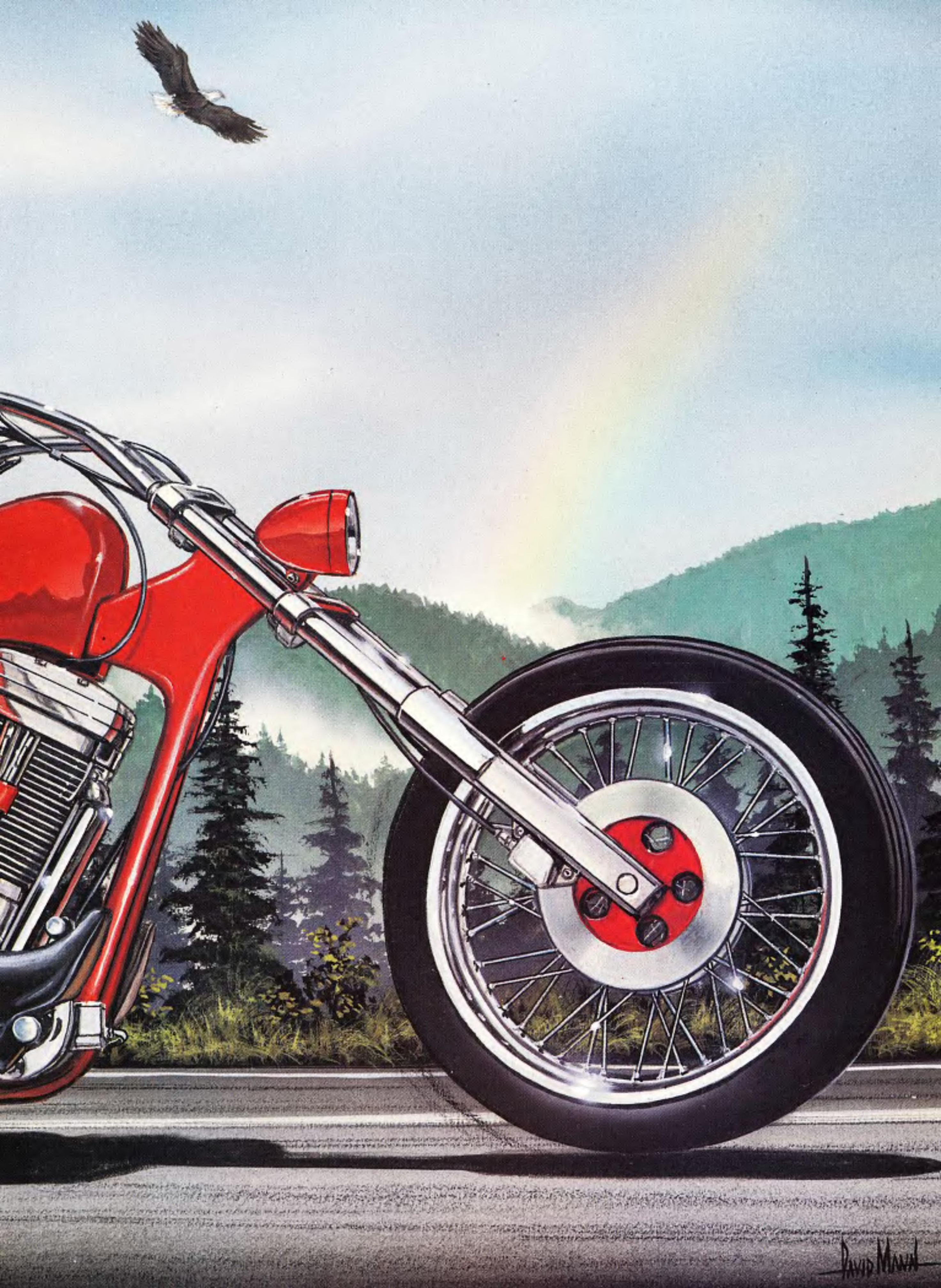
Cabbage patch cuties. —*Kim Peterson*

Lettin' it rip. —*Mike Lichter, Iowa Freedom Rally '97*

Kickin' back and kickin' it in. —André Leijssen, the French Alps

How 'bout a quick splash and a peel, babe? —Nate Ullrich, Clinton, Iowa

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.


DAVID MANN

LEGEND TELLS OF A MESOMORPHIC NORSE VIXEN WHO EARNED HER PLACE IN HISTORY BY PROVIDING DRAGON DAMAGE CONTROL.

IronMaiden

THE BEST OF BOTH RIDES

The current issue of *Stout Viking Monthly* has a story in it worth paraphrasing here into fairy tale form. Dragons were known to annihilate entire villages with a few hot blasts, and there weren't too many takers for the reptile eviction position. Fact is, it usually took a little more than, "Excuse me, Mister Barbecue Starter Breath, would you mind leavin' town?" to get Scalehead to move on down the road.

The vixen's quest began as a young girl. After watching her village become toast on a stick, she went to a local healer who dabbled in herbal potions and such, and asked him to make her strong enough to whip the Jolly Green Fireplace's ass. Well, these two kids hit it off like sword and sheath; she moved in with him three days later, and the next thing you know (actually, a few years of bust-ass workouts later), the young girl was sporting quite a buff set of arms and legs. She and this magician had tied the knot, and soon enough, the day came when she was ready to go try and kick some serious dragon ass ... which she promptly did.

The Viking Vixenette dragged ol' Lizard Lips back to the village and tamed him like a puppy (which he actually was—seems he just had a nasty case of gas and burps). The healer was so blown away that he commissioned the local historian to paint his bride's picture on the Wall of Records for all time as testament to her strength and courage. →

Now, as to what this has to do with a '95 FXSTC ... er, well, maybe Heather Tristany does bear a certain resemblance to the dragon slayer, and maybe she did meet her future husband, Jon, in a gym and moved in three days later. And maybe he was her personal trainer for years (which led to her numerous wins in state and national body building competitions).

Then, maybe a guy from *Muscle and Fitness* magazine took some shots of

Heather, which looked so great that Jon got artist Pamelina (of *VQ* fame) to paint one on the tank of his Softail (modified by Harley-Davidson of Lancaster, California). But maybe Heather's comment to Jon about the motorcycle is all we really need to know: "Now you have two great rides—me and the Harley."

And from there they rode their asses off happily ever after.

—Captain Trash
Photos by Bill Dobbins

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"Ready, guys?""

FoxHunt

Meet April's Winner

It's been said that big things come in small packages. Whoever said that probably got the same view we did of this month's winner, Mary. It's no wonder our garage exploded in a knockdown, dragout, slobber knocker when it was announced that it was time to pick her up from the airport and show her around town for a few days! While everyone else was dukin' it out, Oil Can slipped out the back and escorted this Fox all over L.A. Turns out when Mary isn't trying to broaden her modeling career, she's out riding with her boyfriend on his Harley or tending bar at a great hangout in Maryland, and is just your typical gal next door. After a tough day of putting up with Raiko and Oil and posing on Clay Southerland's '94 Pro Street/FXR, it was party time! Oil stole her away to B.B. King's Blues Club where she got to party the night away, barely making her flight in the a.m. Turn to page 99 and check out why the wind cries Mary and see more of Clay's fiery FXR. And, Mary, we're real sorry ya had to hang with Oil!

—*Walnut*

Marilyn Massachusetts

#801

"What can I say? There's nothing better than a good Hog between your legs."

Jennifer North Dakota

#802

"I was born again in Sturgis, South Dakota, when I took my first ride. Harley-Davidson rules!"

Kimberley Florida

#803

"The roar and vibration were very exciting! I would say it's the next best thing to great sex."

Dawn Marie California

#804

"I was on my first Harley, wearing a foot cast, going on my first run to the Mariposa Bike Fest in '92. I even got a cute picture in Easyriders."

Kitty Oklahoma

#805

"My first ride was like being free, free like the wind, and I am a very free person."

Tami Ohio

#806

" 'B' gave me a ride on his fat boy and then took me for a spin on his Harley. It was love at first ride ... in both cases. —'T' "

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #302 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes July 1, 1998. The voting deadline for this month's crop of cuties is July 31, 1998. We'll print the winner in the December 1998 issue.

Here she is, bros, the April 1998 winner in our monthly Fox Hunt, Jeneile, #402, from Fairborn, Ohio. See more of her next issue.

302

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am _____years of age, born ____________________
I will pose Full Nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
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Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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"The Answer To Every Harley Rider's Biggest Frustration... How To Maintain And Repair Your Own Bike And Save Thousands Of Dollars And Time Using The Jealously Guarded Inside Secrets Of The Harley Industry Revealed In New Video Kit!"

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Dear Frustrated Harley Rider: If you're fed up with wasting so much of your hard earned money and time keeping up with the service and repairs of your ride... keep reading this article! If you want to stop having smoke blown up your shorts and being at the mercy of dealerships, repair shops, and so called experts, you're about to discover the art of keeping your bike in top running condition ALL ON YOUR OWN!

After being involved with numerous dealerships and repair shops for over 25 years, Mike Matthews and his partner, Red, a factory trained, certified, PHD tech, know that the biggest aggravation for Harley riders is that...

Costs Of Servicing And Repairing Harley's Keeps Going Up And Up!

And if you're like most riders, you bought your baby for one reason... The freedom of riding wherever and whenever you want... Not so you can spend days, even weeks, waiting around for it to be repaired! And you probably didn't buy it so you could spend tons of money having it serviced either, did you? Well, like it or not, owning a Harley does require service and repair, but now...

You Can Kiss The High Costs Good-bye With These Inside Secrets!

Most Harley riders want to handle their own service procedures and minor repairs on their own bike...but don't! The truth is that you keep going back and forth to the dealer or repair shop and end up having to work around their schedule which doesn't always jive with yours. Then you end up handing over a nice piece of change for whatever it is you're having done! It's the same drill over and over and all it does is aggravate the hell out of you, but you keep accepting...

The Greatest Myth In Harley Service And Minor Repair!

This point is the most important message for any Harley rider who truly wants to save hundreds, even thousands, of dollars in keeping your bike in tip top shape, and NO ONE tells you about it! Once you get this simple concept, you'll be able to repair and service your own bike, IMMEDIATELY! See, the bottom line of this whole idea is simple: **How Do You Keep Your Bike Running In Top Notch Dependable Condition Without Breaking The Bank And Losing Valuable Riding Time?**

Just take a minute and think about what options you have when it comes to service work or minor repairs: 1) You can head back to the dealer, work around their schedule, and pay their steep rates.2) You can go to an aftermarket repair shop, still pay top prices, and run the risk of not having the work done by a qualified factory certified mechanic. 3) You can have a so called "expert" from the local watering hole do the work for you in his backyard. 4) You could set aside a year or more of your life to attend MMI while you lose your income and $13,000 plus for the training! Or, you can choose the most sane, safe, fun, and moneysaving route of...

Quickly And Easily Learn How To Do Your OWN Service Work And Minor Repairs, At Home, In Less Than 48 hrs...Guaranteed!

That's right! You can become YOUR OWN EXPERT MECHANIC by learning the industries insider secrets, straight from the factory, in less than two days! All you have to do is kick back, watch, and learn from this power-packed, detailed video package that explains...

Everything You Should Know!

You can finally get rid of the frustration that comes with having someone else work on your bike...and have fun easily doing it yourself! Now you can have the knowledge and confidence to take full CONTROL of your bike and have the freedom to do your own service work and minor repairs and save yourself a ton of money and time! You'll learn things like:

* The real truth about what oil you should use... and what you should avoid like the plague and why!
* Little known information about the extended warranty.. what the industry really doesn't want you to know!
* Clean, easy tricks for servicing your front ends and wheel bearings and what to watch out for!
* How and why the proper adjustments on your chains and belts...How it affects the entire performance of your bike!
* The most over looked little things that need your attention the most to avoid ongoing, future money sucking problems!
* You don't need any mechanical experience...just watch TV and go for it!
* Simple method for replacing your clutch cable and how to keep it like new!
* Unheard of tricks of what to look for when servicing your brakes and what NOT to do!
* You'll not just know how, but more importantly why you do these service items a certain way and the *correct* procedures no one's ever explained to you before! Just like the Pros!
* Plus dozens of tips, techniques, and factory proven strategies to keep your machine running like new and saving you tons of money!
* That's just the tip, there's much, much, more!

Anyone Can Do This!

Here's the deal: These videos of actual minor repair and maintenance for your Harley will keep you riveted to your seat! In the first few minutes, you'll know EXACTLY why the industry has kept these powerful secrets to themselves and never bothered to share them with you! With no B.S., you'll hear nothing but the shocking truth to repairing and maintaining your own bike so you never fall victim to high costs and lost riding time again!

You'll see and hear "Red", a friendly good ol' boy Texan, who knows more about factory proven techniques that you can easily use on your bike than all the other repair shops put together! He'll guide you every step of the way so even if you have NO MECHANICAL BACKGROUND, you can easily become your own master mechanic!

"I Like Being With A Guy Who Knows What He's Doing"

An Incredible Offer For You!

See, Mike and Red don't want you to feel uncomfortable about buying this video through mail order since you don't know them yet, so their offering a **NO -RISK, IRON-CLAD, *MORE* THAN YOUR MONEY BACK GUARANTEE!** If you don't truly feel that they've taught you the little known secrets to servicing and repairing your Harley, and the TRUTH to saving yourself money and time... just send it back within 60 days, and you'll get a complete refund plus $10 to boot! They've already shown 2,737 other Harley riders these straight from the factory techniques, so they're not worried! Also, to help you make up your mind, You'll get a FREE book that explains everything in the video, all the instructions, step by step procedures and illustrations, so it makes learning that much easier! And, they're sending their subscribers the *KICKSTAND* newsletter,(full of money saving stuff) a $49 value, FREE for 1 year! **PLUS**...you'll also receive our **BONUS** video and special insider report! (another freebie you will find useful in saving money and time!) How can you say no?

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You'll love watching this system and seeing what the industry doesn't want you to see! Call NOW and end the frustration ...GUARANTEED!

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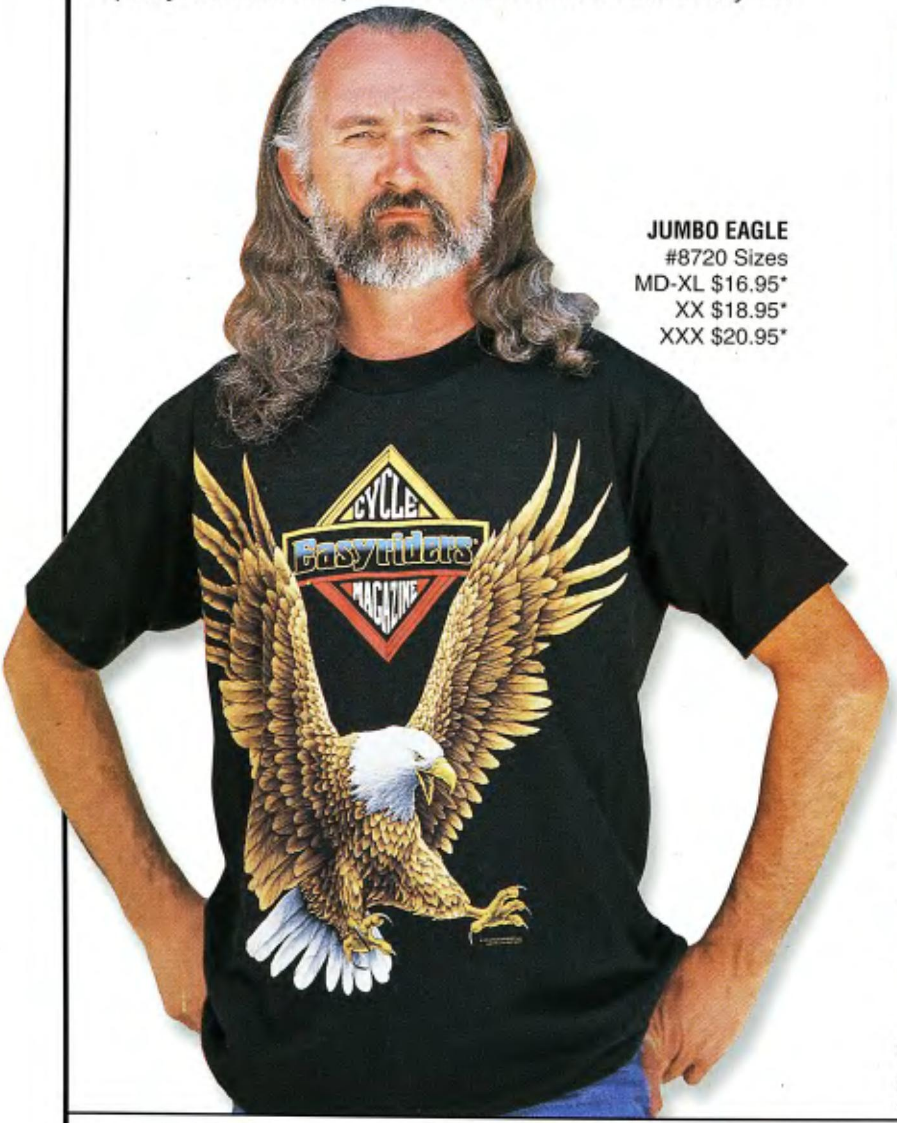
EASYRIDERS T-shirt designs have been created from original works of art. These timeless images adapt well to the screen printing process, and some designs have even been combined with embroidery to add to their unique quality. All shirts are printed on 100% cotton Hanes Beefy T's.



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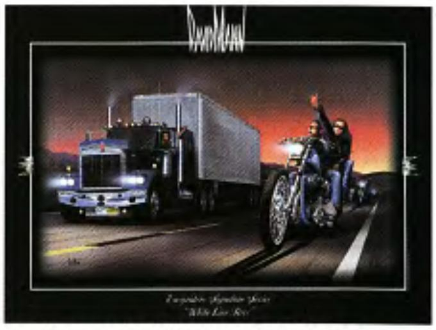

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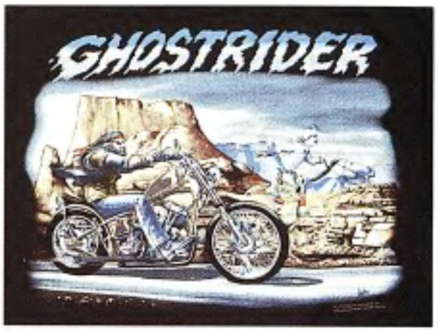

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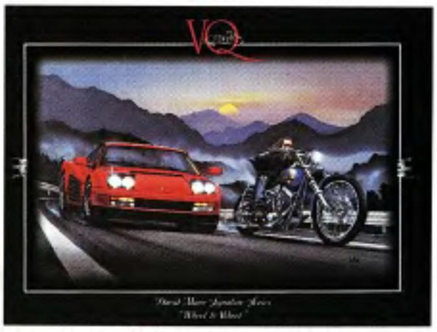

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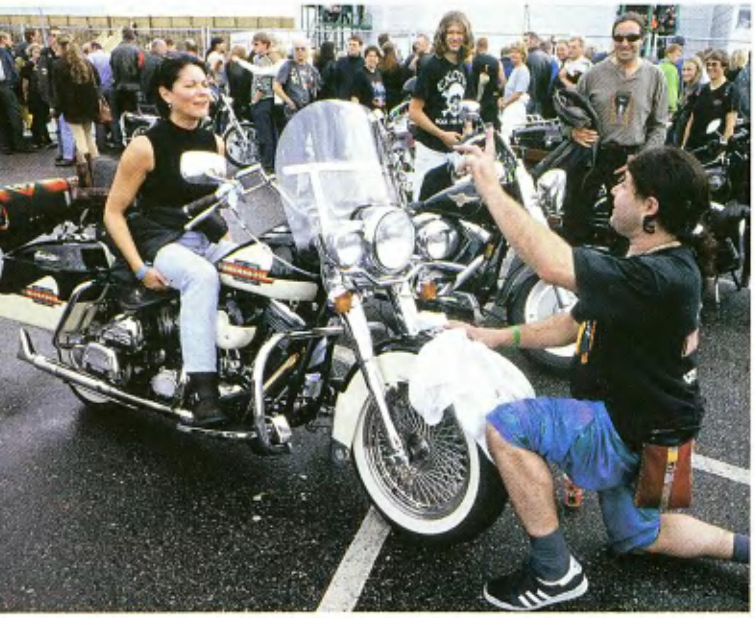
Viking biking

2 into 1 Hogs in Norway

The sound of Viking long horns, the clatter of spears on shields, the scream of rampaging berserkers on a drunken rampage! None of these things was heard during one of Norway's biggest events, the "Trotting Horse Race," which took place at the same venue and weekend as the Northern European H.O.G. Rally. These two events were held on a race course and surrounding parkland, →



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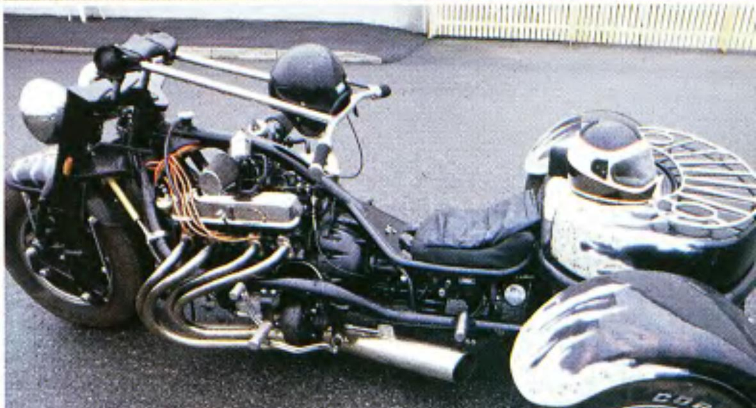
COBRA
COOPER

"It's a simple bike crash. You hit three cars, flip over a truck, and land upside-down in a mall."

near the seaport of Kristiansand on the south coast of Norway. It wasn't a case of bike power vs. horsepower, but something a bit different for a change. In addition to the race program, the Cadiz-North Cape Ride, which is the longest Harley ride in Europe and kick-start of the rally, started a few days earlier. Forty-one Harleys started from Cadiz, under the clear blue skies of the south of Spain, to the cold bleak clouds of the North Cape in Northern Norway. It was the longest ride ever—a total distance of 6,074 km in 14 days. They stopped over at the rally and joined in on the party.

The day before the ride, these adventure-seekin' bikers were invited to cruise off the Spanish coast on a replica of one of Christopher Columbus' ships. Some of the bikers jumped ship in true pirate-style. It wasn't a case of mutiny, though; they just wanted to get wet.

Photos: Richard Sowersby

That evening, a big celebration party was held in their honor. The town's mayor and locals participated in the traditionally Spanish feast. Wine flowed like ... well, wine.

Among the H-D dealers who put on a helluva welcome party for the riders, a slice of raisin pie goes to Joaquin Anelo of El Pureto De Santa Maria and Chris Forgensen of H-D Aahus in Denmark.

The oldest motorcycle in the ride was a 1958 Panhead, owned by a Norwegian guy known as Daffy. His real name is Alf Inge Hanssen. Daffy rode all the way to Cadiz from Norway on his drop-dead gorgeous Pan. Brimming with pride, Daffy couldn't wait to get on the saddle for the return trip home, but his pride and joy finally gave up the ghost on the very first day out. The engine blew up under his ass. Thick smoke drifted up to the heavens, minus Daffy. And so the poor dude had to be content riding bitch all the way back to Norway with his bike strapped to the back of a service truck.

Most of the bikes sported a special badge, commemorating the Cadiz/Norway ride. It was designed by Stig Thorkildsen who took part in the ride himself.

On the first day of the rally in Norway, another important event took place—an American wedding. Well-known security volunteer, Richard Beecher of North Carolina, got hitched to fellow American, Jan, at a local church in Kristiansand. About 60 bikers attended. The happy couple left the church in a customized van for their honeymoon—back on duty at the rally! That's dedication.

Bikers arrived at the rally from all corners of Europe. Those from the U.K. and Ireland sailed, with their bikes, from England on the Color Line ferry.

At the Official Opening of the Rally, Bill Davidson was the special guest and he introduced local dignitaries to the large gathering in the main indoor sports arena. Later, live bands rocked the house and added spice to the biker fashion shows throughout the weekend. Norwegian lager flowed like the fjords of Norway.

The highlight of the rally, had to be the trotting races, with several races taking place throughout Saturday. Bikers mingled with the racing public and joined punters for a few bets on several horse races. The main race was the Harley-Davidson Norway 1997 Grand Prix Circuit Race won by Knight Pistol of Australia. Bill Davidson presented the main prizes, and afterward hitched a ride alongside the winning driver, waving to the crowds.

The rally was also the site of two parades. The first one took place →

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under darkening skies, and the second on a sunny morning. Both were led into Kristiansand by a police motorcycle escort. Many of the locals lined the route to wave us on. And as we entered the main ancient city square, the public swarmed around our motorcycles in support and admiration.

"It was very encouraging to see the public come out," remarked one of the escorting police officers.

One of the traffic cops who escorted the parades rode a Road King with a "Sheriff" sign written on it. The police agency has expressed an interest in the Road King and is trying it out for a couple of weeks.

During the three days of the Rally, Frenchman François Schetelat, a Harley stunt rider featured in *Easyriders* a few issues back, blew the crowd away by doing wheelies on his Sportster and Electra Glide, in very wet and dangerous conditions.

The local Holy Riders MC held their unplugged blues concert in the main church in Kristiansand. The show featured famous artists from both the States and locally. On Saturday night, money was raised, through an auction, for Harley-Davidson's favorite charity, the Muscular Dystrophy Association (MDA). In a separate raffle, a Fat Boy was won by Dress Marl, a lucky bro from Belgium.

The Dealer Mall, all under cover, was doing good business. It resembled a very busy scooter superstore with bikers trying on leathers, kids trying on T-shirts and caps, and women looking for something sexy to wear. There was a load of bike accessories and other geegaws too.

A souvenir stand sold wooden beer mugs at the hefty price of $32, later reduced to a more realistic level. A bottle of Portuguese wine commemorating the rally sold for $32 at the bars in the main arena. A few bottles were sold to those with plenty of *dosh* (cash) to spare.

There were some unusual attractions, as well, such as traditional Japanese massage performed by William Johnstone of Sweden. His clients sat on a chair with their face down (fully clothed, of course). This treatment worked wonders ... especially for getting rid of stress, riding kinks, and that bloody hangover!

For those into hair-raising action, there was bungy jumping, operated by a giant crane. Those brave enough were winched up at an mind-blowing pace before coming down to earth, fast, furious, and in a totally disoriented state (sorta like the night before).

Both Harley-Davidson and Buell had a selection of demo bikes on site. I rode a demo Softail on one of the many organized, self-guided tours that took riders around the shores of peaceful fjords dotted by hamlets with quaint red houses.

A few minutes walk from the main rally site three helicopters were provided for those who wished to have a bird's eye view of the rally and nearby Kristiansand. It was well worth the trip. Ear plugs were definitely needed. Sign language was the norm.

The popular Ride-in Bike Show, with a list of 12 different categories, was held at the same time as the trotting races and both bikers and race goers gathered in admiration of the highly customized chrome and paint work. There were so many first-class customs, that the judges had a helluva time picking winners.

On the last day of the rally, before riding out, some of the bros who rode up from Spain lined up for the "Nordkapp farewell," led by Kjell Ingbretsen, a Norwegian importer and distributor and organizer of this fun run.

For many riders, this was their first trip to the North Cape. Others, like Dick Johnson of New York, Sonke Timmermann from Germany, Tellet Grodum of Norway, and Bengt Nordstrom, known as Pastor of Tenerife, enjoyed it for the second time. Pastor took five weeks off from his business in order to take part in this trip. By the time he arrives home again, he will have logged a staggering 17,000 km. Beat that.

Special thanks to Kjell Ingebretsen and Trond Mellemstrand for making this rally a huge success, and also to Color Line for offering U.K. H.O.G. members a 50 percent reduction off normal fares and Quality Hotels for making rooms available.

—Richard Sowersby

"Don't clown with me, Frieda!"

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Part # ESP-2D
Fits Big-Twins 1936-96
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Fits Sportsters 1954-96
$249.95–$274.95
BIG-TWIN BRAKE KIT
Comes complete w/ wout cvhrome master cylinder
Part # ESP-3B (With Chrome Master Cylinder)
1970 & Up $124.95
BIG-TWIN SHIFTER KIT
Part # ESP-4E 1952 –79 FL, FX & FXE $74.95
OIL TEMP GAUGE $19.95
FITS ALL MODELS Part #EBR -9
GAS TANKS
FAT BOB KIT
Fits Big-Twin 4-speed 1936-84. 3.5 or 5 gal. Kit Includes: Gas Tanks, Dash Kit (choose one), 2 light, 3 light or Cateye dash, Petcock, Gas caps. FBK-1 Complete Kit $224.95
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Made just for Sportsters. Accepts 2 or 3 light dash kits. Includes: Tank Dash Kit, Mounting Hardware & Speedo Cable SPECIFY YEAR WHEN ORDERING Complete Kit $379.95 Tank Only $259.95
FAT BOBS
Tank Only Fits Big-Twin 4-speed 1936-84. Part # EG-23A 3.5 or 5 gal. Reg $109.95 SALE $99.95
FAT BOBS FLATSIDE Tank Only
Part # EG-2C 3.5 gal. $129.95 Part # EG-3B 6 gal. $169.95
Part # EG-2B 5 gal. $139.95
New "Stretch" FLATSIDE GAS TANKS
FOR BIG-TWINS 1984-UP
This radical tank design features an add-on stretch that completly fills void between where the stock tank ends and the seat begins
Part # EFST-330 4.2 gal. $219.95 set Part # EFST-332 6.0 gal. $299.95 set
Part # EFST-331 5.0 gal. $229.95 set Part # EFST-333 7.0 gal. $329.95 set
"Stretch" FLATSIDE FAT BOB KIT
Includes: Gas Tanks, Dash Kit (choose one), 2 light, 3 light or Cateye, Chrome Petcock, Gas caps. Fits 1984-Up
Part # EFBK-5 4.2 gal. $354.95 kit Part # EFBK-7 6.0 gal. $434.95 kit
Part # EFBK-6 5.0 gal. $364.95 kit
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USA MADE Specify Year & Model
THE NEW OLD LOOK FOR THE '90s
Two piece on one steel plate W/Studs & Conchos
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Features low frame hugging design
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Very Comfortable One Piece Construction
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Mens & Ladies plain leather pants Finest Quality
L-33 sizes 28, 30, 32, 34, 36, 38
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A sharp looking tailored vest made from top grade cowhide, nylon lining, heavy duty straps
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Heavy duty top grain leather adjustible buckles & zipper legs XS, S, M, L, XL
L-321 Imported
$79.95 $69.95
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HDP-7
or 2 for $18.95
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SOFTAIL MODELS
Fits 1986-Up
E380225 $114.95 without turn signal
E380224 $149.95 with turn signal
FL MODELS Fits 1968-1984 models
wout turn signal with turn signal
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ASSEMBLED & READY TO RUN! Designed for stock replacement
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Fits 1986-Up Sportsters $899.95 set
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USA Made
Part # EEX-2 1 3/4" Pipes
$69.95–79.95
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1986 HARLEY-DAVIDSON
Stock #: UM209 **Model:** FXRD **Engine:** 1340 **Color:** Black
(Available at Columbus Easyriders)

1992 HARLEY-DAVIDSON
Stock #:UM233 **Model:** FXR **Mileage:** 7100 **Color:** White/w Flames
(Available at Columbus Easyriders)

1988 HARLEY-DAVIDSON
Stock # UM202 **Model:** XLS **Color:** Blue **Mileage:** 18,638
(Available at Columbus Easyriders)

1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom
(Available at Columbus Easyriders)

1992 HARLEY-DAVIDSON
Stock #: UM216 **Model:** FXRS **Mileage:** 1340 **Color:** Black with flames
(Available at Columbus Easyriders)

1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250
(Available at Columbus Easyriders)

1991 HARLEY-DAVIDSON
Stock # UM230 **Model:** Sportster **Mileage:** 8745 **Color:** Black

1993 HARLEY-DAVIDSON
Stock #: UM221 **Model:** FLSTC **Mileage:** 24,800 **Color:** Black

1953 INDIAN CHIEF
Stock #: 2000 with side car **Mileage:** 30 Has won numerous first place trophies.
(Available at Columbus Easyriders)

1994 HARLEY ANNIHILATOR
Stock #: UM1500 **Model:** Turbo Custom **Engine:** 80ci – 117 H.P. **Mileage:** 173 **Color:** Yellow/Purple
(Available at Columbus Easyriders)

1994 HARLEY-DAVIDSON
Stock #: UM234 **Model:** FXR **Engine:** 13350 **Color:** Black/Teal

1982 HARLEY-DAVIDSON
Stock #: UM144 **Model:** FXR **Engine:** 80ci shovel **Mileage:** 37,334

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FATBOB STYLE TANKS
Early Style: Flat Sided: Screw-in Cap: Stretched Flatsided:
3.5 gal. ..E-63
5 gal. ..E-64
$88.95 set
3.5 gal. ..E-122 $99.95
5 gal. ..E-123 $104.95
3.5 gal. ..E-124 $94.95
5 gal. ..E-125 $89.95
E-919
$349.95
SPRINGERS
Available in stock length, (26" over all) 3", 6", 9", & 12" over stock
YOUR CHOICE!
W/O Shock..E-601.. $895.95
With shock..E-600.. $995.95
WIDE FRONT ENDS
Single Disc Assembly:
(Replaces stock length late '77-'84 Showa type front ends, BUT, will fit any B/T '49 & up using "banana" caliper.)
Polished Lower Legs..E-114.. $499.95
Chrome Lower Legs..E-114A. $599.95
Dual Disc Assembly:
(Direct replacement for '80-'83 FXWG BUT, will fit all B/T '49 & up using stock '77-'83 dual disc calipers.)
Stock FL (3.5" under FXWG '80-'83)
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Chrome Lower Legs..E-111.. $599.95
Stock Length FXWG '80-'83
Polished Lower Legs..E-112.. $499.95
Chrome Lower Legs..E-113.. $599.95
2" Over stock length FXWG '80-'83
Polished Lower Legs..E-108.. $499.95
Chrome Lower Legs..E-109.. $599.95
Drum Brake Assembly: (FL '49-'67)
Polished Lower Legs..E-115.. $499.95
Pingel
"POWER FLOW" Petcock
Polished or Chrome
E-927/9
$53.95 & up
S&S Super "E"
E-4
$269.95 & up
Bendix / Zenith
38mm Fixed Jet..E-3
$132.95
38mm Adjustable Mn. Jet
E-2 $156.95
EDELBROCK
E-202
$285.95 & up
Rigid Wide Tire Frame
Flatside Fatbob Mounts.
Accepts 7 1/2" to 9" wide rear fenders.
*Up to 180 tire Rr. Blt. Drv. Rear axle kit & spacer.
Front Fender
E-220 $27.95
16" Dual Flange Wheel
W/ USA Chrome Rim..E-45A
$189.95
W/ imported Rim..E-45
$179.95
Wide Tire Fender
E-977
$23.95
E-978
$26.95
9" wide..E-979
$28.95
"FatBob" Style Rear Fender
$44.95
Left Chain..E-74
Right Chain..E-75
FLH Style Chain Guard
E-783 $29.95
"NASTY" Wheels
16" show chrome rim
6061 T6 Billet Alum. hub
80 heavy gauge 190 steel spokes
Tubeless Applications
B/T '86 & up, & Sporty '79 & up
16" X 5"....E-1004 $545.95
Wide Fender Brace
7 1/2" wide..E-980
$24.95
8 1/2" wide..E-981
$26.95
9" wide..E-982
$28.95
Stock 30" Rake & stock stretch... E-983 $823.95
Frame with 34" rake & 2" stretch... E-984 $823.95
Frame with 38" rake & 2" stretch... E-985 $845.95
Brake Discs
$32.95 & up
Billet Brake T's
E-958
$15.95
GMA
Front Brake Kits
FX, FXR, & Sporty '77-'83, 4-piston Dual disc, 19" only
E-482 $353.95
FL, '49-'84 Custom Converts W.Gl. to dual disc w/10" rotors (Mnts. to fender tabs)
E-482A $364.95
GMA Rear Master Cyl.
GMA Rear Setups
Rigid with 10" rotor..E-54 $179.95
Softail & FXWG '84-e'87..E-54A $201.95
Softail late'87 & up..E-54B $201.95
DYNA's, '91 & up, 4-piston..E-54C $232.95
License Plate Brkt.
E-952
(CHROME!)
$19.95
Edelbrock "Performer" Heads for EVO
E-780
Sprockets
$34.95 & up
JAY BRAKE Forward Controls
Shifter E-918-1 $184.95
Fits '36-'84 B/T's Except FXR, FLHT, & DYNA's
Wagner/Lockheed Style Master Cyl. (Rear)
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Kelsey-Hayes style Master Cyl. (Rear)
FX late '79-'83, & Sporty XLS '80-'81
$55.95
FX late '79-'83, Sporty XLS '80-'81 E-986
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FLH '58-e'79, & FX'73-e'79..E-213
FX late'79-'83, & Sporty XLS '80-'81 E-214
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GMA Front Master Cyl.
S&S Cylinder Head
"Panzer" 4-spd. Tranny
All Andrews gears!
2.44:1(FX etc.) E-7000A
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S-T-D 4-spd. Tranny Case E-76
$324.95
RUSSELL Braided Steel Lines & Fittings
5-SPEED CS E-997
Front Brake Master Cylinder
E-119 $45.95
5/8" Bore Front Master Cyl. E-914 $179.95
E-953 $129.95
DELKRON Cases E-301/3
$762.95
S-T-D PAN Heads E-1000
SHOV. Heads E-1001
EVO Heads
$399.95
axtell Evo Cyls.
E-926
$799.95
$388.95
CAL CUSTOM 4-SPD. CASE E-996
5-spd. Tranny Box for 4-spd. Frames
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STD Cases E-921
$675.95
S&S Super Sport Cases E-920
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S&S EVO Heads E-909
$265.95
Replacement Cylinders E-17/22
$919.95
$79.95 ea.
5-Spd. Clutch Hub (Comp.)
5-Spd. Clutch Hub (Bare) E-731
B/T Clutch Kit E-730
$24.95 $69.95 $34.95
E-951 $445.95
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25% increase in circulation.
Kit includes: Breather gear, pinion gear, fittings, hardware.
'70-'77 E-915 '77-'91 E-915A
$243.95
Tunable Advance Stainless Steel 3 sets of springs
$37.95 E-10/13
$112.95 & up
Stroker Set-Up E-770
$699.95
Bearing Support E-956
$22.95
Belt Drive Alt. Cover E-957
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Open Belt Drv. Shrouds
Belt Drive Kits for Pre-EVO E-771 $249.95 & up
3" Belt Drv. Kit for SOFTAIL
8mm
Gen. mod's. w/ 1 1/2" & 2" belts E-959 $44.95
Alt. mod's. w/ 1 1/2" & 2" belts E-960 $44.95
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Alt. mod's. w/ 3" belt E-962 $49.95
• Electric Start
• Kelvar Fiber Plates
• Alum. pressure Plate
• 1-piece high strength cast alum. motor plate with starter housing!
• Fits SOFTAIL '90/Later
E-972 $1161.95
PRIMO PRODUCTS INC. E-973
PRIMO "Equalizer" Motor Plate for Nosecone motors
• Provides needed support between the motor & tranny.
• A MUST for open belt drives.
• Adjustable for belt tension.
• Polished.
$151.95
Electronic Ignition Distributor
• Single or dual fire.
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• Chrome cover.
'36/'69 Big Twin E-975
'57/70 Sporty E-976
$349.95
Engine Breather E-803 $12.95 (Chromed)
Battery Eliminator
ACCEL R.P.M. Control Module E-488 $99.95
ACCEL Regulator E-201 $61.95 & up
ACCEL "Flame-Thrower" Ignition Booster E-489 $121.95
ACCEL Stators E-200 $44.95 & up
ACCEL "Super-Coil" Kit E-800 $59.95
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Single Fire Coil E-988 $91.95
Dual Fire Coil E-486 $51.95
DYNA Ignition Booster E-491 $49.95
DYNA Ignition E-487 $94.95
DYNA Dual Fire Coil E-485 $49.95
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Alum. Belt Guard E-963 $24.95
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1936/1954 E-967 $76.95
1955/1964 E-968 $58.95
1965/1969 E-969 $58.95
Early tip (Chrome) 1936/1964..E-964 (Kickstart ONLY) $46.95
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FX Outer (chrome) E-59 $93.95
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$179.95
SUPERTRAPP SUPERTRAPP 4-disc Hi-Performance System
$425.95 And Up.
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• Infinitely Adjustable.
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• Ideal for Stock OR Modified Engines.
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SUPER-TORQUE Starter Motors
Stock OEM starter motors = 1.2 kilowatts
SUPER-TORQUE starter motors = 1.4 to 2.0 kilowatts
(1.4 kilowatts = 1.9 H.P.)
A MUST for todays Hi-Performance EVO's
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E-HTS-2..1.4 kw (replaces OEM 31553-94)
$464.95 ea.
E-HTS-3...2.0 kw (replaces OEM 31553-90)
E-HTS-4...2.0 kw (replaces OEM 31553-94)
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Chrome..E-29..$139.95
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E-77..$118.95
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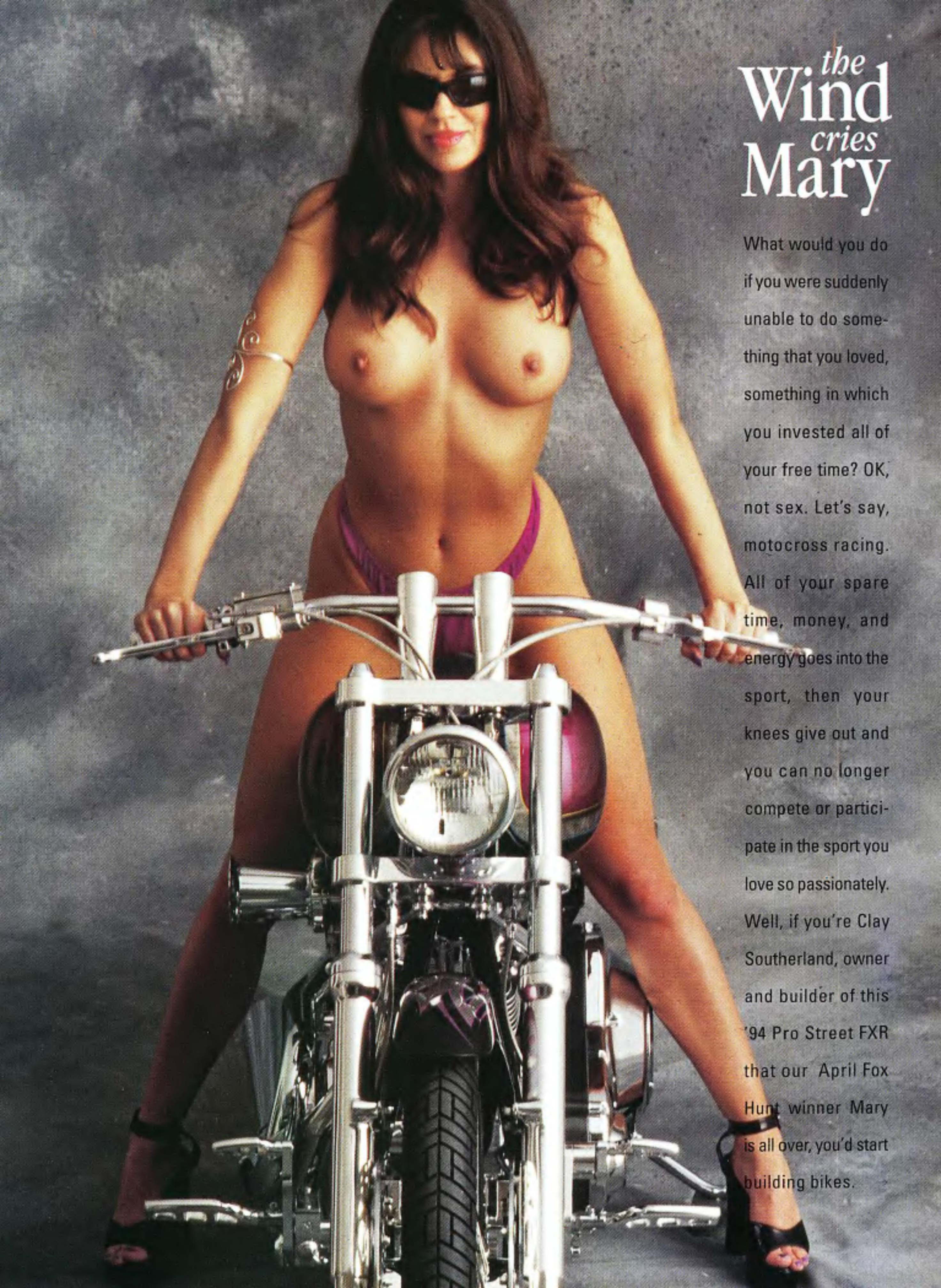


the Wind *cries* Mary

What would you do if you were suddenly unable to do something that you loved, something in which you invested all of your free time? OK, not sex. Let's say, motocross racing. All of your spare time, money, and energy goes into the sport, then your knees give out and you can no longer compete or participate in the sport you love so passionately. Well, if you're Clay Southerland, owner and builder of this '94 Pro Street FXR that our April Fox Hunt winner Mary is all over, you'd start building bikes.

As a structural steel fabricator for the last 20 years, Clay has taken his fabricating knowledge and his love for riding and turned them into a pretty lucrative side job. For the past six years, Clay has been building, as he puts it, "well-running, good-looking bikes that are put together well and meant to be riders—not just show bikes." This particular creation took him about 13 months to complete, and although he owns two other bikes, this one is his daily ride.

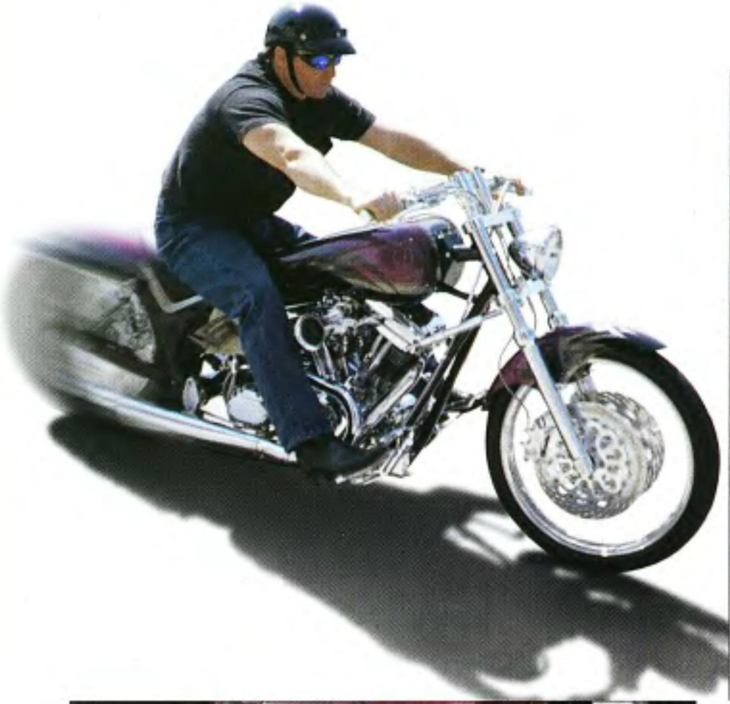
Even though this one looked good enough to us, and could have walked away with more than a few trophies on the show circuit, Clay says, "I just want everyone to know that this isn't a show bike. I really do ride it!" We understand his defensiveness, as there *are* a few builders out there who concentrate more on the show end than the actual riding end.

This is Clay's first attempt at building an FXR-style bike—he usually builds Softails—but he figured what the hell and jumped in with both feet. Must be awful tough deciding to *try* it, just 'cuz! Oh, well. Although Clay hammers out most →

of the fabrication on his bikes, this time his friends, John and Roger of Banzai Machining, lent a hand as did some obscure guy by the name of Damon, owner of Damon's Motorcycle Creations (check out George Sepulveda's show winner on page 56). Anyway, to make a long story short, after stretching an FXR tank to his specs, Clay took his rear fender design to Damon for a little help. After three attempts to fabricate the fender to the right size, in the right spot, they achieved the nice fat look seen here.

Steering stabilizers were added because, Clay says, "I really liked the way they looked on drag bikes." He initially thought to use them as fork stops, but found they really do work! Now for paint. Clay had been scouring hundreds of tattoo mags for just the right style of graphics. Finally, he decided to take the bike to Darrell Pinney at X-Calibur, and together they reached a decision by melding several tribal graphics into one. As you'll see in the chart, Clay uses what he feels to be the best components on the market. "And if they don't work," he says, "hell, I'll build 'em myself!"

The last hurdle— for most of us, anyway—was convincing his wife and the mother of their three kids that this photo shoot was "nothing but a thing." Well, for Clay it wasn't that difficult. "I'm lucky to have a wife who understands my passion for building and isn't constantly following me around asking where/why I'm spending money on the bikes," he says. Hey, Clay, does she have a sister? And what about Mary, our Jersey Fox, sportin' that *Easyriders* Roadware outfit? Well, this shoot was just the beginning of a long day for her out here in the land of fruits and nuts. However, being the giver she is, she hung in there, and I don't think anyone in his right mind would complain about having to spend a long day with her. I sure didn't! *—Oil Can*



Owner: Clay Southerland
City: Huntington Beach, California

General

Fabrication: owner
Year/make: 1994 Pro Street
Model: FXR
Assembly: owner
Chroming: none

Engine

Year/model: 1996 Evo
Rebuilder: Performance Tech
Ignition: Compu-Fire
Displacement: 90 cubic inches
Lower end: S&S
Pistons: S&S
Cases: Delkron
Heads: Hardy/Performance Tech
Cam: 525 Red Shift
Carb(s): Mikuni 42mm
Pipes: SuperTrapp
Modifications: balancing by Performance Tech

Transmission

Year: 1996 Delkron
Modifications: BDL belt, Andrews gears

Paint

Molding: X-Calibur
Painter: Darrell Pinney, X-Calibur
Color/type: custom purple/ House of Kolor
Special paint: custom texture

Frame

Year/builder: 1994 Kenny Boyce
Type: FXR Pro Street
Modifications: raked and stretched

Accessories

Bars: drag
Risers: Accutronix
Handlebar controls: modified CCI
Fender(s): OCI Custom
Headlight: Headwinds
Taillight: Bonzai Machining
Speedo: none
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: Mesa Cycle
Gas tank: OCI custom
Oil tank: modified Custom Chrome
Primary cover: H-D
Seat: Stitcher Seats
Mirrors: none
Grips: Ness

Forks

Type: 39mm mid glide
Modifications: 2 inches under, modified Billet Concepts trees

Wheels

Front

Type: Performance Machine
Size: 21-inch
Tire: Metzeler 80/90
Brake: 13-inch floaters

Rear

Type: Performance Machine
Size: 16-inch
Tire: Metzeler 160/70
Brake: P.M. Viper
Photos: Raiko Hartman

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Rodney Roberts has been involved with the motorcyclists' rights movement for what seems like forever. He has been at the forefront of ABATE of Arkansas and the fight to repeal that state's mandatory motorcycle helmet law. Last year, Rodney and ABATE were successful in repealing the helmet law for adults, and we don't think they'll stop there. We wanted to bring Rodney's words and thoughts to you, so Easyriders flew him out for a few days to sunny California.

EASYRIDERS INTERVIEW
Freedom In Arkansas

RODNEY ROBERTS: A 27-Year Veteran Of The Legislative Process

ER: How'd you do it and why was a repeal successful this year?

Rodney: I think primarily what happened this past session was that we had finally built enough relationships with hard work, and had never made an enemy. That was probably paramount to our entire program. The fact that although we had a lot of people working for us, we didn't have any working against us. In California an ignorant Dick Floyd would have been easier to deal with than an angry Dick Floyd. We didn't have any Dick Floyds. In fact, we didn't have any enemies whatsoever. I got more comments such as, 'Rodney, you'll forgive me for not voting for you, won't you?' We had developed some good relationships over the years. We had Senator George Hopkins from Milburn who we had worked for when he was a freshman senator. We helped him get through a tough election for his first term. He eventually became senior senator, and the best ally we had in the Senate. We had several allies in the Senate, but he was one of the better ones. He handles a lot of important legislation, and when our bill came through he was able to help us behind the scenes to move through the Senate. We actually only had two senators who vocalized their opposition against us. The rest of the opposing senators didn't speak out or work against us. We had 62-63 votes in the House out of 100. So, we had enough votes for an override, had we needed it. When the vote took place in the House of Representatives for our bill, I was up in the gallery and amazed at how the representatives were so anxious for their vote to be counted. Generally, when a roll call vote is taken you will lose a few votes, but not in this case. I lost *one* vote, which was unheard of.

ER: Can you give us an example of how you built relationships?

Rodney: One of our members introduced us to George Hopkins. Just to show you how important the members are, George had gone by a sawmill where one of our members worked, Roy Rush. Roy asked him, 'What do you need in the way of votes?' George was very precise and said, 'In this area here I need *X* number of votes.' Roy told him, 'I tell you what. I'll get you the votes.' Roy knew everybody in that part of the county. Then Roy said, 'But I want you to do one thing for me. I want you to repeal the helmet law.' Roy got the votes; George got elected. He was a freshman, and we were definitely freshmen. We went down and got the bill out of the Senate Committee the first year. As a matter of fact, the chairman of that Senate Committee is now back in the House of Representatives and will probably move back up to the Senate. We have term limits in Arkansas which is kind of a two-edged sword. Everybody wants the good ol' boys out, but no one wants *their* good ol' boys out. We don't want our good ol' boys out either. So we will have a minimum of 51 new representatives in our House. We were fortunate to get our bill through when we did.

ER: How was your relationship with the governor?

Editorial Director Keith R. Ball with Rodney.

Rodney: The relationship was good. We had worked with the governor when he had a Congressional race before he ran for lieutenant governor. He became governor when our token democratic governor, Jim Guy Tucker, went to jail.

ER: Didn't he make a statement when he was lieutenant governor that if he were governor he would sign the bill?

Rodney: Yeah. But we tried to keep press at a minimum on it. In Arkansas I tried to keep everybody kind of subdued and restrained. Because if you create a controversy, or if the press recognizes there is a controversy, then that sells news. If you don't respond when someone writes a negative article or letter to the editor, or if there is a negative editorial and you don't respond, it becomes no news.

So, doesn't it put the politicians on the spot?

You just remove the spot ... I basically serenaded the press.

ER: So, doesn't it put the politicians on the spot?

Rodney: You just remove the spot. The press is an important issue, and I basically serenaded the press when I was at the Capitol. Some of them have known me for a lot of years. Most of them are older people. For example, one old lady writes the legislative news everyday they are in session. I helped her down the stairs everyday, and she would ask me, 'Are we going to see that helmet bill again?' I would say, 'Just be patient. Are you going to beat me up when you do see it?' It was just another relationship that we built. It is really important to be careful with your relationships.

ER: How was your helmet law originally enacted?

Rodney: We got it when everybody else got their helmet laws in 1966 with the first blackmail. It carried right across to California and they resisted by filing one of the first federal lawsuits.

ER: How many times have you attempted to pass a bill?

Rodney: Ten years, which would have been five sessions. Our legislative sessions are 60 days every two years.

ER: What's the history of your organization?

Rodney: We had some scattered ABATE groups in Arkansas. We had an ABATE of Western Arkansas, ABATE of Northwest Arkansas, ABATE of Central Arkansas, and ABATE of Arkansas which was in Little Rock. ABATE of Arkansas was started in my living room when a few people came together and pulled $20 out of their pockets and threw it on the coffee table. We immediately had a membership drive

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and put together 200 members. That was 12 years ago.

ER: What was it like introducing a repeal the first year?

Rodney: The first year we didn't have a clue. We gave some decent testimony and moved the repeal out of committee. We used a lot of information that we got from *Easyriders* magazine. We had to clean it up a little bit. When it went to the Senate floor we worked commitments and votes the best we could. We didn't know much. The very first thing that happened is a legislator got up and made a motion to vote it into an interim stay committee. I'm sure every state legislature has something similar to an interim stay, which means: We don't have to vote yes or no. We're voting to study the bill for two years until the next session, which means bye-bye. We probably could have used that interim period to study it. There might have been some staff available to us, but for the most part it's a hold-up in legislation. We actually got it off the Senate floor the next session and down to the House. I think at that point everyone knew we were running out of time. We got a lot of press, but I had no time and no help within the House of Representatives. I didn't have anyone to lead the bill. I hadn't made enough contacts, so it was basically dead. We couldn't get it out of the House committee.

In the 1995 session, we went in with two pieces of legislation. We amended the law to read: protective head gear unless the person is 21 years of age or older. We also introduced a Rider Education Bill in Arkansas. The Arkansas Motorcycle Dealer Association opposed us, which was strange. Anyway, I was told by a state representative that we should go in ... people who ride mopeds, under 50cc, automatic transmission, don't have to wear helmets and are not required to be licensed. This means a 5-year-old kid can get on a moped or a scooter and head off down the street. Yet, an adult, over 21, fully licensed, could not ride a motorcycle without a helmet. So, we went in and tried to modify that. We were going to do a get one, take one deal. Well the dealers were upset that they might lose scooter and moped sales, and they were upset they might lose helmet sales, which is being relatively naive on their part anyway. They wouldn't have lost even one. For the kid who wants some freedom, and his mommy and daddy who are

willing to buy him a moped, the helmet is not an issue. Most of them wear one anyway. So anyway, they fought us on that and we spent quite a bit of time in the 1995 session. We were also trying to get our motorcycles for the safety program at that time through a dealer loaner program. You always give the dealer substantial discounts on these loaner motorcycles. We use them for a year, and turn them back in with probably 100 miles on them. The insurance through the Motorcycle Safety Foundation repairs the motorcycles. They are in excellent, like-new condition and at that time they go back on the dealer floor.

In that 1995 session the dealers withdrew the support for our safety program. They said, 'If you don't pull those bills, we will pull the motorcycles out of the safety program.' We decided to pull the bills because we felt the Motorcycle Safety Program was important and we needed to keep it rolling. It ended up they withdrew from the program anyway. We took our resources and immediately started buying motorcycles. ABATE of Arkansas owns all of the motorcycles for their safety program and we will never be subject to that type of blackmail again. Had we been able to communicate with the Motorcycle Dealers Association (MDA), we would not have had the problem. But there was one problem: We couldn't get a voice with the dealers association.

In the 1997 session we returned and had the cooperation of the MDA on the helmet bill. I never did get their cooperation on the Motorcycle Safety Bill so we couldn't roll with it. It had something to do with saving face. I sent a lot of riders to the dealers and had them ask why they opposed the helmet legislation. I also had those riders check with their legislator on whether or not the dealership supported or opposed the bill. At this point the dealership couldn't say, 'We didn't oppose that.' This was the turning point, and the dealers started coming on board. Since we passed this legislation, motorcycle sales figures screamed up.

"Do you guys know how many times three goes into two in six hours?"

ER: What statistics work?

Rodney: One of the statistics we used throughout the whole battle was the fatalities for 10,000 registration and fatalities for 100 accidents, state by state. If you averaged 50 states, 25 states with helmet laws, 25 without, the averages always leaned toward the no-helmet states. We didn't have to bombard the legislators with a lot of statistics. For one, they are not going to read them. They wanted simple statistics that they could use to defend themselves with their constituents in case there was a problem.

We had a good relationship with the legislators, we had made small campaign contributions, and our people volunteered to work in their campaigns. No matter how small the contribution, in Arkansas or any other state, it makes a difference. A lot of the politicians are not the proverbial bad guys. Regardless of what political party they belong to, these guys have run for political office on a shoestring budget. It costs them filing fees; they have to make signs, print pamphlets ... Any small contribution you give this person is appreciated and remembered. When you want to talk to that person, and you call them up, you've got his/her ear. I think you can either give the legislators a reason to vote for you, or give them a reason to vote against you. That's where you need to be careful to not give them a reason to vote against you. You threaten that you will vote them out of office. We would be one powerful group if we could threaten to vote them out of office and get the job done.

ER: Was there a specific turning point?

Rodney: Yes, we started in the Senate. And when we got it through we went directly into the House Committee where it almost died. We had way too much testimony. I would like to advise everybody to simply do their homework before they get to school. We really didn't need testimony because by the time it arrived in committee the groundwork was in place. Testimony in committee is only for the press. If the press is there you need viable testimony. I had 17 votes out of a 20-man committee in the House on my first try and lost some legislators because of too much testimony. They got up and walked out because the testimony was too long.

When we went back into that com-

mittee with no testimony, one of our primary sponsors, Rep. Wallace, signaled the chair when all our supporters were in their chairs and a vote was taken immediately before anyone could get away. It was a done deal. The only way you can learn the system is from your mistakes, so hopefully people can learn from the mistakes we made. You have to get your homework done before you go in.

ER: Who is your opposition?

Rodney: The only opposition that we had this time were the doctors, medical people. They had a lobbyist down there I had known for probably a dozen years. He actually spoke at the second Meeting of the Minds in Hot Springs. We got to know him at that point. Again, he wasn't an enemy, but he had to do his job for the doctors and they came up with a lot of bone-head rhetoric, half-truths, mis-truths, and downright lies.

Tech Editor Mike Osborn and Rodney.

Photos: Kim Peterson

ER: Was there any opposition from the insurance companies?

Rodney: The insurance companies left us alone. I think another reason that the insurance and a lot of other groups left us alone was because of the new Harley thing. I don't know what you want to call it. Call 'em what you will, but with the new H.O.G. groups and new Harley owners, the RUBs, in my opinion the good guys, a lot of these guys came along and bought Harleys because it was the thing to have, but a lot of them have stayed with the sport. They have become motorcyclists. That was important to me. I never had an attitude toward these guys. I mean, I want to know what these guys know, and it's obvious that they want to know what I know. It's pretty much a trade-off, and if they had been successful business people, I want to know what made them successful. So I built a lot of relationships with those people, and a lot of them were in different areas, which is really kind of neat, and they weren't out front. We would simply have a phone conversation or personal conversation and things would get done. The perception of where we were was pretty remark able, and it looked like the bikers were stuck in every nook and cranny, on top of and under every rock in Arkansas. It was a change. We weren't the dirty, scummy, no-good bikers anymore. We were a culmination of people from all walks of life. Those guys did a lot of work, and they were bikers.

ER: Do you expect an opposition bill next session?

Rodney: I was expecting an opposition from a senator in Pine Bluff who has always been opposed to us. He is basically a liberal, very liberal, Democrat, and narrow-minded.

ER: Do you plan to stay very involved in the rider ed. program?

Rodney: We will go back next session and try to build rider ed. yet again. We've got such a small rider ed. program, especially compared to other states, and we are one of four states in the United States that does not have a state-funded riders ed. program. ABATE of Arkansas basically funds it.

ER: Are helmet laws and riders ed. bills connected or are they preventative legislation?

Rodney: Originally I think that most of the SMROs around the country intended to use rider ed. for that purpose. But when they saw the real benefits of rider ed., it no longer made any difference. Anybody who has ever taken a rider ed. course has benefited. I took it just to support the course because I thought Arkansas needed a riders ed. course. I took the money out of my pocket, and let my friends take the money out of their pockets and we took the course. After riding for 27 years, they taught me a lot.

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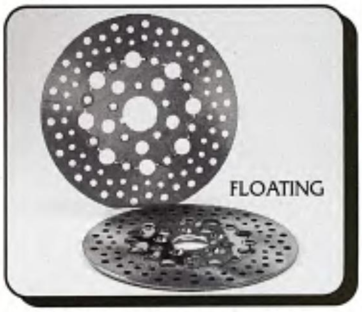

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For those of you who are longtime *Easyriders* readers, you know that we'll do just about anything in the eternal pursuit of poon to get a chick buck naked, or at least to get her in a compromising position. This goes way back to the earliest issues of the rag in which the motto "Bikes, babes, and booze" was tattooed on all our foreheads. Naturally, we do this under the guise that you, the reader, want to see as many naked scooter foxes as possible.

Biker-cise

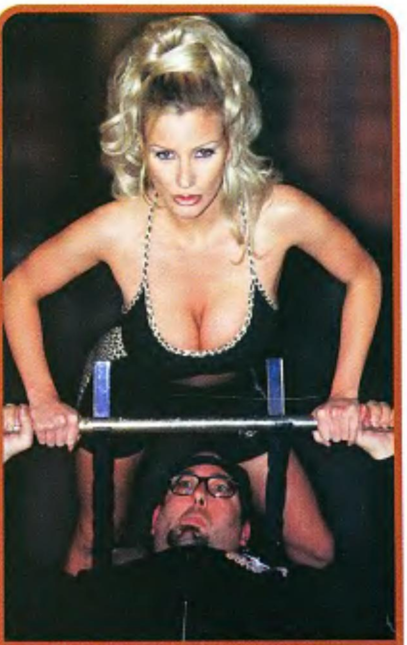
More than anything, we, the staff of *Easyriders,* want to give you what you want. That is, of course, exactly what we want you to think. The sad truth is, our staff has always been full of degenerates who are happy to go to great lengths to get a gal to shuck her jeans. In the past, we've asked women to try to drink from leaking boda bags while we shot pictures of their over-stuffed wet and dripping T-shirts. Once, in a hitchhiking parody, we asked ladies to remove a piece of clothing every time a car passed them. We even had several girls get all soapy while washing bikes just to show off as much of their wet and wild skin as possible. The funny thing is that the babes always come through happily, with high hopes that they will see their faces (but mostly their tits and ass) in our fine periodical.

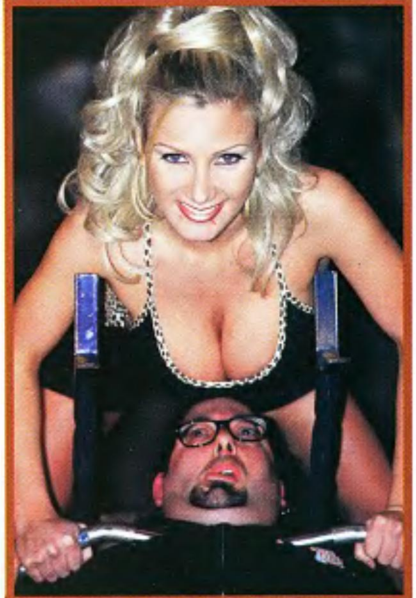
Nowadays, we're trying to clean up our image and be respectable, but that's damned near impossible with the crew of crazies around here. Case in point, the flicks you are no doubt drooling over were taken at a recent video shoot for *Easyriders* Video #35. In each video we try our lame attempt at biker humor. Yes, many times our efforts suck the big one and the so-called biker-cise skit (a take-off on some trendy aerobics video) is yet another feeble excuse to get a large-breasted lass to expose herself while simultaneously getting you to chuckle at the antics of our in-house court jester, Beatnik.

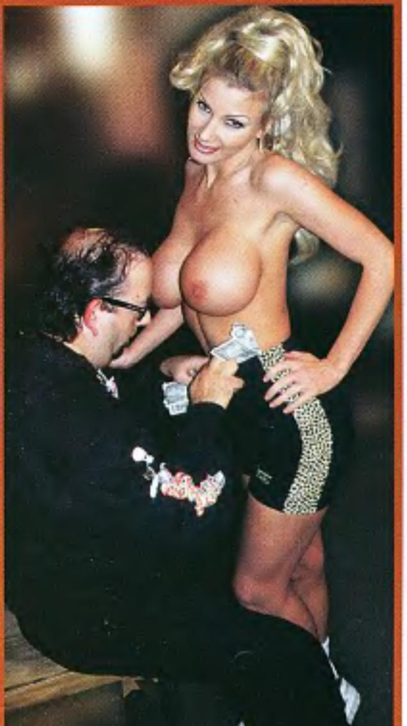
If you think that the editorial staff of *Easyriders* magazine and the producers of *Easyriders* video sit around late at night and conjure up complex plots in which the end goal is to get a woman naked—you're absolutely right. Actually, in the case of the biker-cise skit, the sad truth is that the director and producer of the video simply ran out of time and money and at the last minute remembered that a humor segment and a naked chick segment were both sorely lacking from *Easyriders* Video #35. After several phone calls in which producer Kit "Satan" Maira was frantically searching for "a big-chested stripper with an open mind and a free afternoon," he actually came up with a garage, a video camera (with tape), a few rusty free weights, and a sultry porno star named Brittany who sports an enormous pair of jiggling meat-pelts. Our producer got a few more gray hairs (he calls 'em chrome), Beatnik got a four-hour lap dance, Brittany got a few wrinkled bucks, and what has become known as the biker-cise segment was dragged screaming into this unprepared world.

Perhaps the talented Brittany said it best when she summed up the afternoon like this: "What kind of half-baked operation is this? I've seen monkey fights that were better organized than you retards."

Now before any women's libbers out there write in, we would like to announce that no strippers were →







harmed during the filming of this video. In fact, the video in question, *Easyriders* Video #35, our "Runnin' Wild" Special, is actually jam-packed with such high-brow entertainment as the *Easyriders* Grand National Rodeo in Chillicothe, Ohio. It also features the Artistry in Ink Tattoo Show in Anaheim, California, the legendary Oyster Run in Seattle, Wetzel Blowout '97, the Run For The Wild, and much more. Are *Easyriders* Videos just an excuse for cheap T&A? You be the judge. *Easyriders* Videos are available individually or by subscription (but not in your grocer's freezer). Call our friendly, helpful, and upbeat operators at (800) 247-6246. The videos will be delivered right to your home by a uniformed employee of the federal government.

—*Phantom*

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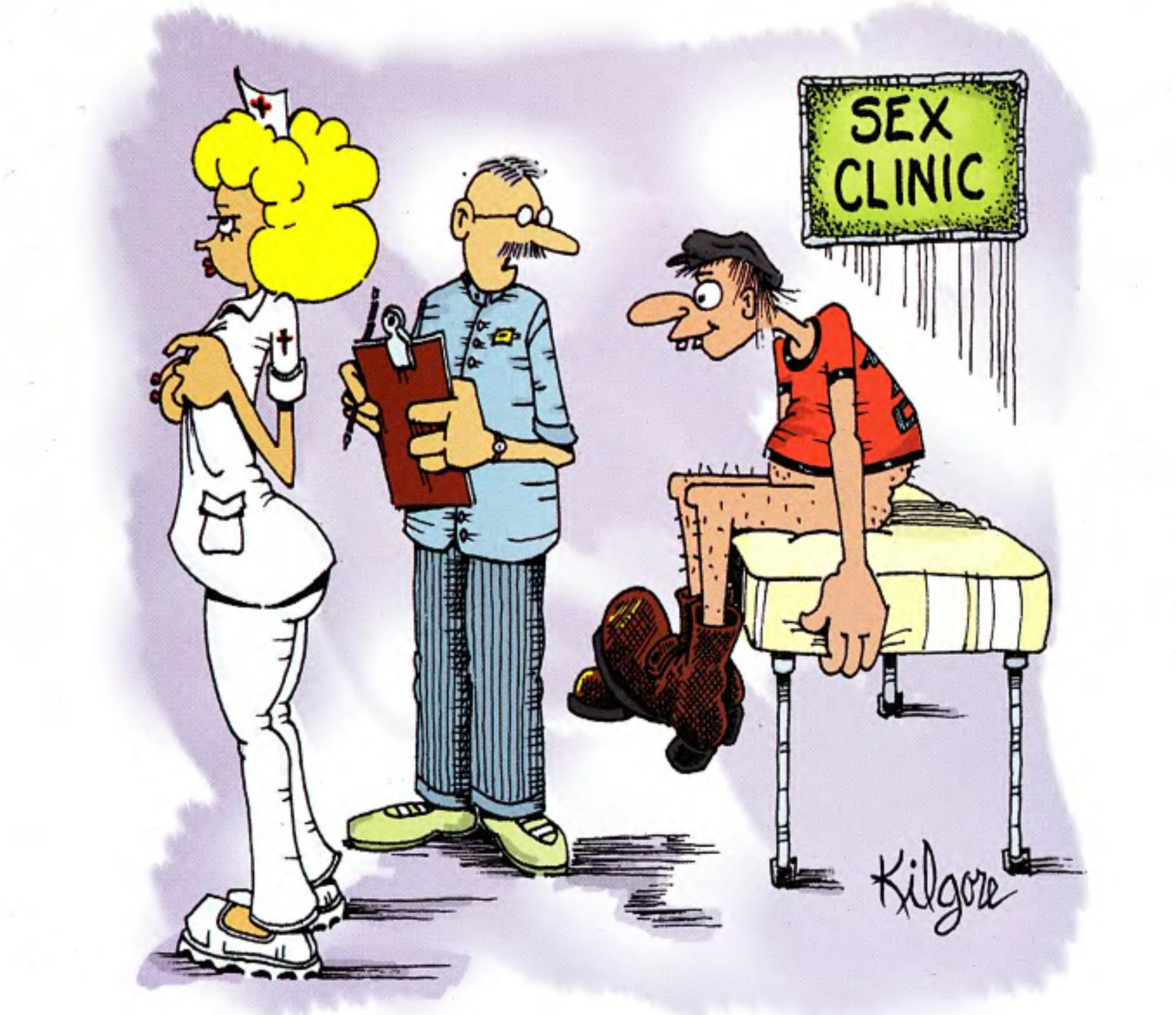

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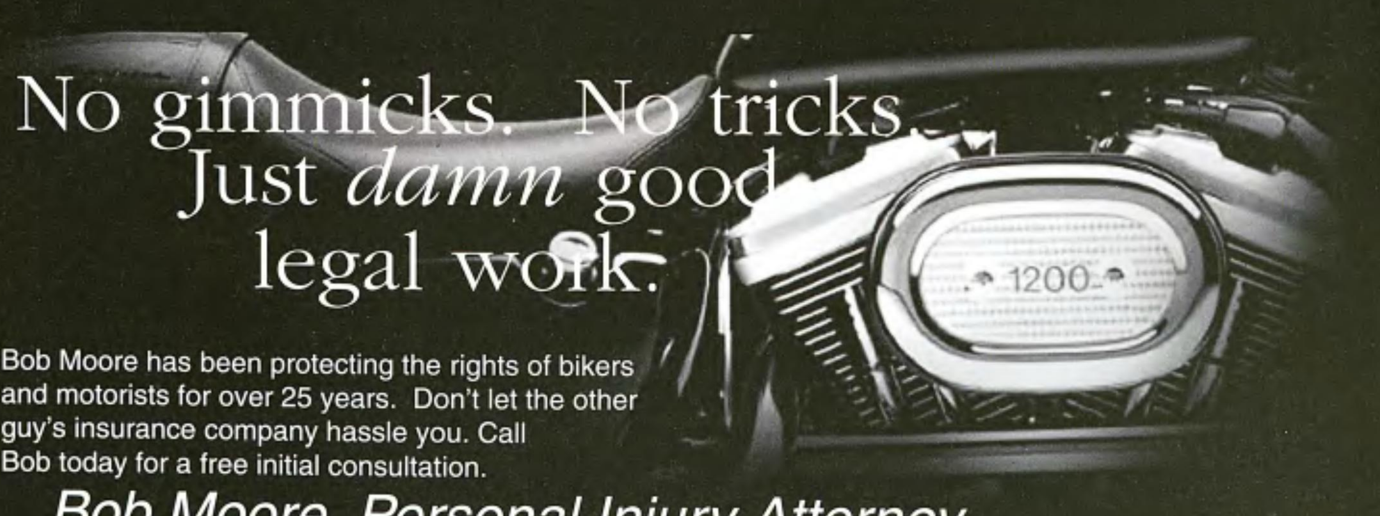
BA302

14

I used to think that 14 was the recommended frequency, because my family physician, Dr. Morley Green, so advised. Then I read an article in the local newspaper (this material is all documented, so don't take it lightly) revealing new research-driven evidence that a truly healthy man crepitates 15 times per day, Monday through Friday, and up to 36 times during a two-day weekend.

A Healthy Man Farts Fifteen Times Per Day



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Women fart, too, of course, but not as often (10 or 11 times at best) and not as loudly as men do. Women "let wind" in solitude, puffing little poo-poos under the blankets at night while reading. Men fart raucously in crowded rooms in broad daylight and then laugh at themselves in congratulation. In terms of lifetime accumulated farts, though, ladies outstrip gentlemen because they live longer and fart more as they become older and less inhibited. You take 11 farts per day, multiply by 365 days a year, and carry that number out over 20 or 30 years of widowhood, with the dead husband's farting apparatus silenced in the grave, and you arrive at a grand crepitation total indeed.

Beyond the obvious psychological satisfaction of a first-rate fart, physical benefits abound. Consider the foulest, most obnoxious fart you've ever experienced. Shouldn't the expelling of such a gaseous monstrosity enhance health dramatically over retaining it inside and letting it fester and befoul one's tenderest tissues? A bold adult male given to hourly crepitation is 76 percent less likely (you could look this up in the medical journals) to acquire colon cancer than a tight-sphinctered timid soul who can't or won't fart.

Not to mention the entertainment value. The movie *Blazing Saddles* utilizes the fart motif famously for humorous effect, but a stronger, more obscure classic is the audio tape *The Great Crepitation Contest.* American upstart Paul Boomer challenges longtime British champion Lord Windaschmear to an ultimate, international, winner-take-all farting duel. After much high drama, low action, and desperate seesawing of point-total leads, Boomer wins by default when Windaschmear "fouls out" and debauches the farting post. A masterpiece of suspense and character conflict in the "triumphant underdog" genre, this work of fart art was one of the major literary influences of my youth.

Robust persons monitor fart count as part of their regular health regimen. If you discover you're undershooting the minimum daily requirement of 15, alter your diet immediately. Introduce a variety of beans, especially baked beans with bacon and butter beans cooked slowly with onions on top. Eat coleslaw or sauerkraut with every meal. Choose entrees like chili con carne and stuffed green peppers. Devour large quantities of fresh vegetables, especially broccoli, cucumbers, and cauliflower, every day. →

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Vegetarians fart 34 percent more often and 41 percent more vigorously than human carnivores do, which is why they live longer, healthier lives. And by all means, consume alcoholic beverages, particularly cheap beer. My drunken uncle, Jonathan (twice removed on my mother's side), farts exquisitely and constantly during every waking hour.

Even I, in my young-buck days, attained enough crepitation prowess to be nicknamed "Dr. Stink." Back then we organized food, booze, and fart parties and called them our Great Drink and Stink Events. We cooked up a mess of cabbage and lima beans, sauerkraut, sausage, and onions, popped a keg of beer, got naked, and let the inhibitions fly. I was so healthy in those days, you couldn't count the farts without a calculator. And stink? My daily over-consumption of beans and beer made me an olfactory icon to the gods of stench.

One time a group of us guys were getting ready to embark on a fishing trip to Lake Erie, a 90-mile drive from home. We needed three drivers to carry people and equipment. A buddy named Bob volunteered, and so did my two brothers, but only on the condition that *I* would not travel with them. "But he's your brother," Bob said, "and he can't ride with you?"

For those of you who might still be novices at farting, I suggest you learn the basics.

"No way," they answered. I was not allowed inside brother Billy's truck or brother Howard's car.

"Well, you can go with me, then," Bob said and gestured toward his brand-new custom-featured Jeep Cherokee. We traveled only three blocks before I let go the biggest, nastiest fart of my career, an Anus Horribilis that whooshed ghastly fumes into every cubic centimeter of breathable air in Bob's vehicle. Next thing I knew, that Jeep and I were crashed in the ditch, and Bob Fartsmeller (we've called him that ever since) was running through the neighborhood waving his arms and screaming for help.

For those of you who might still be novices at farting, I suggest you learn the basics. 1. Never force a fart. 2. Distinguish between impending crepitation and impending defecation, and never confuse the two. 3. Judge well your companions before emitting the dreaded Silent But Deadlies. 4. Never boast about your butt-music prowess. Eventually you will graduate to Advanced Farting Status and want to try your luck with Specialty Farts. The Undercover Spousal Wake-Up Fart, for example, or the Crowded Elevator SBD, the golf course Backswing Fart (which will rip your opponent's concentration), the Tight-Cheeked Butt-Squealer, or the F-f-f-t-Choo Sneeze Fart. Practice these techniques at home with old undies on and master your craft before you go public with them.

Bold farting ventures demonstrate personal courage. Timid folks lack the nerve to leave that Bombastic Boomer in a packed but silent church with Mom beside them in the pew, that Silent Stink Bomb in the conference room with Boss and Yes-Men gathered around, that roaring Chain Saw Fart as their dream date leans forward for their good-night kiss,

that Killer Kaboom at Grandma's funeral when Pastor begins his elegy, that Bubbling Barnsmeller in the hot tub with bikinied sweets left and right, that Faux Pas Funny Fart at your mother-in-law's elegant candlelight dinner table, that Pressed Ham Thank-You Ma'am Drive-By Fart as you moon your ex-girlfriend's wedding reception line from your buddy's car, that Gargantuan Gas Whoosh when your rubber-gloved proctologist commands "Bend over," and that Final Funky Fatal Fart admonishing your rat-faced priest as he administers Extreme Unction. These, ladies and gentlemen, are farts of valor, farts that portray character and courage. But, alas, few mortals ever attain sufficient greatness to bestow them upon the world.

Farting is the only fun thing left to do, now that sex, smoking, and drunk driving have been declared hazardous to your health. Baseball is tainted, football is boring, and basketball's a slur on short people. Hiking leads to mugging, sunbathing risks melanoma, and gourmet eating builds a path toward death by heart attack. Farting is the only pleasurable human activity that has not been shunned by the Food and Drug Administration. Mothers Against Malodorous Men (MAMM) and Students Against Serendipitous Stinkers (SASS) have not yet gained a foothold with the general public. So fart now while you can and enjoy.

But what if your farting ambitions run beyond mere recreation to Farting Fortune and Fame? How does one become a Farting Immortal? You must document with eyewitness (and earwitness and nosewitness) accreditation, one million lifetime farts. Assume your life expectancy is 80 years. The first five years don't count, because you can't count and you don't establish hierarchy among your bodily functions. That leaves 75 years. Now, 13,333 farts per year multiplied over 75 years equals a million but requires 36.5 farts per day, a doable number for a true champion. But what if you're already a full-grown adult with tens of thousands of wasted uncertified farts in your archives? The stress of catching up can be dangerous. I knew a fellow, Billy Billows, who let 100 farts a day for decades in an effort toward immortality. Alas, he farted the life out of himself and died at age 44. Better to mentor a 5-year-old prodigy than fart oneself to death. Your choice, however. And you'd better get started ... destiny awaits.

—Don Feigert

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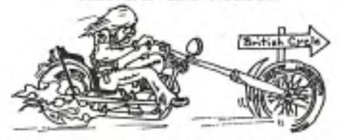

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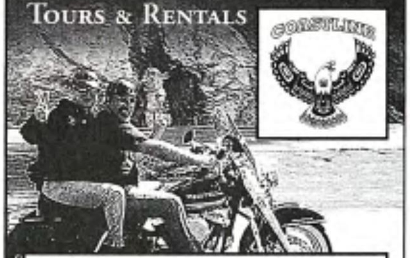

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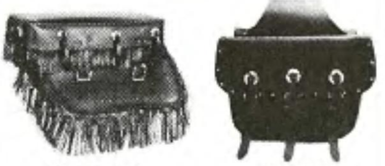

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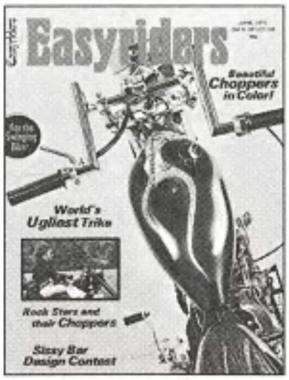

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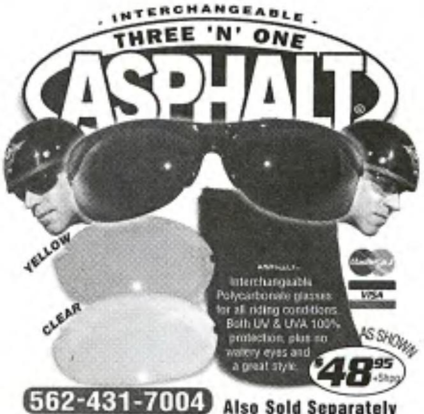

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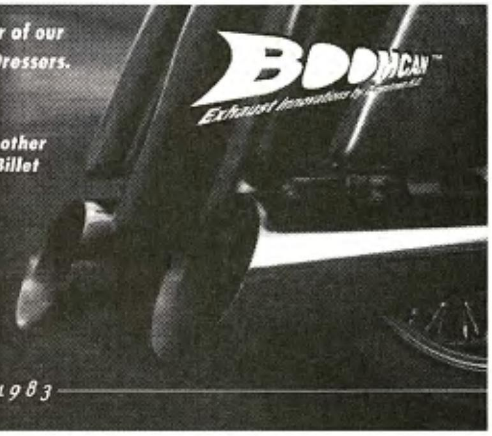

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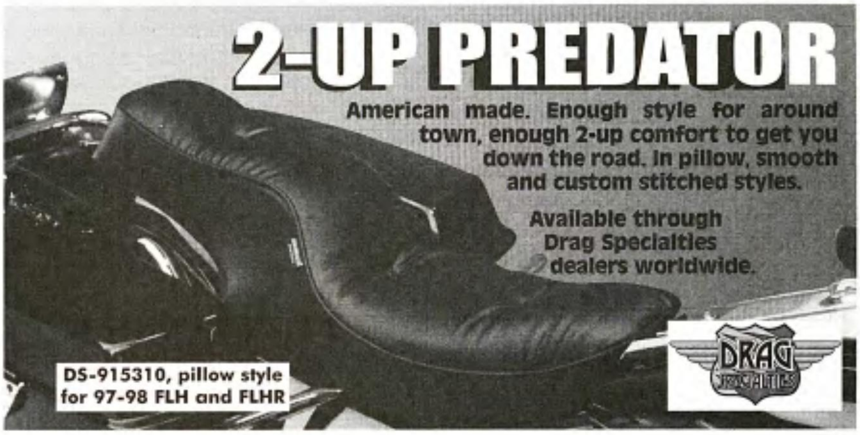

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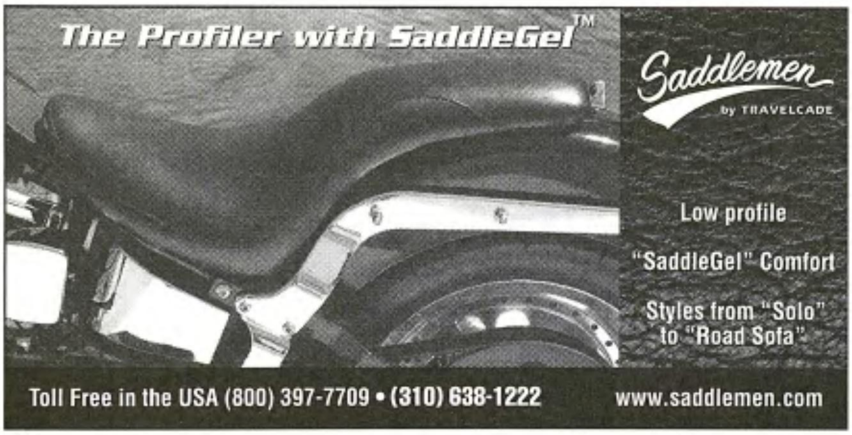
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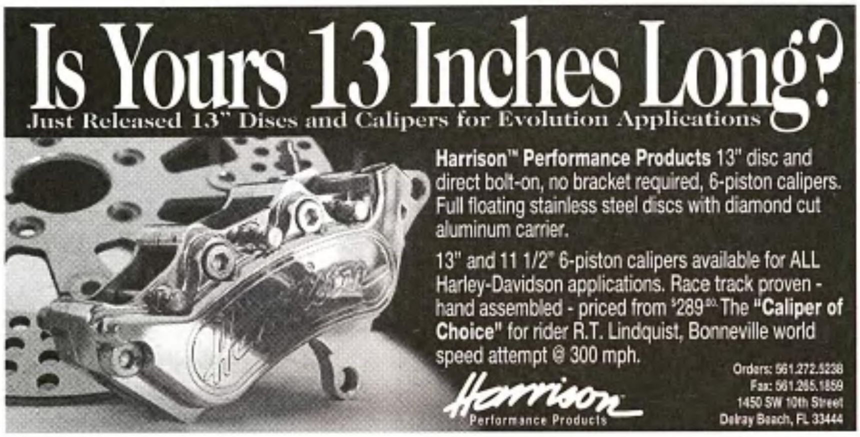

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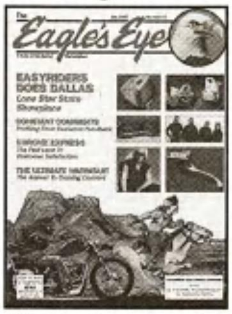

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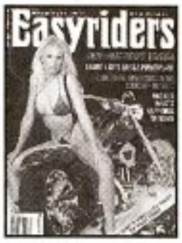

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1996	271	272	273	274	275	276	277	278	279	280	281	282
1997	283	284	285	286	287	288	289	290	291	292	293	294
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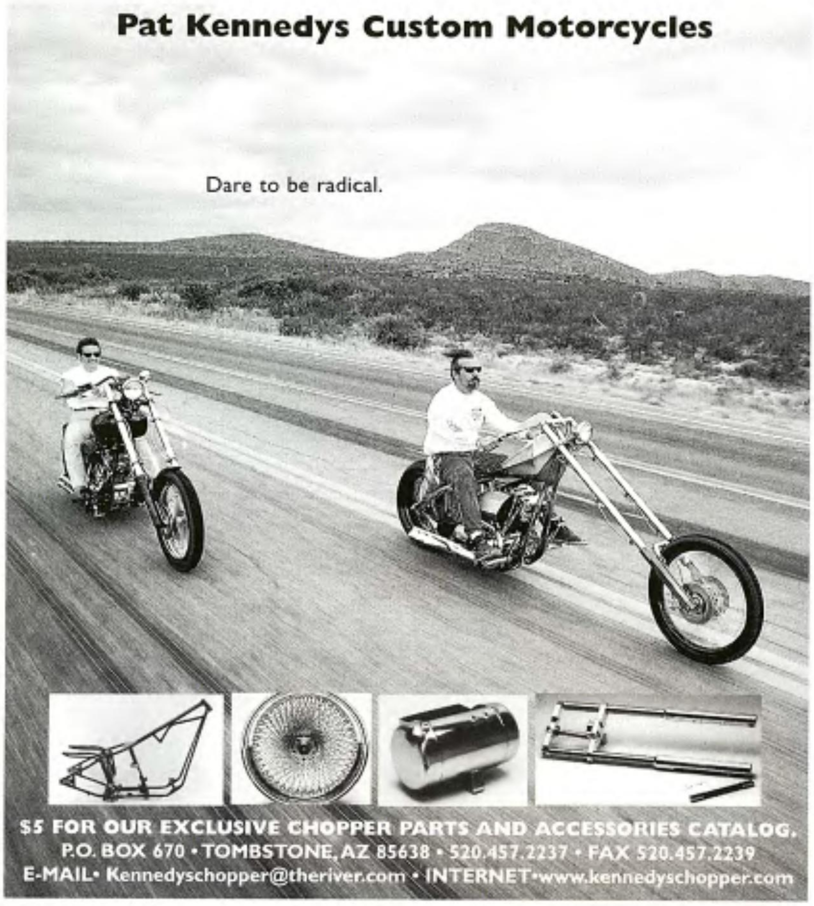
Jimmy and Scully cranking the horsepower.

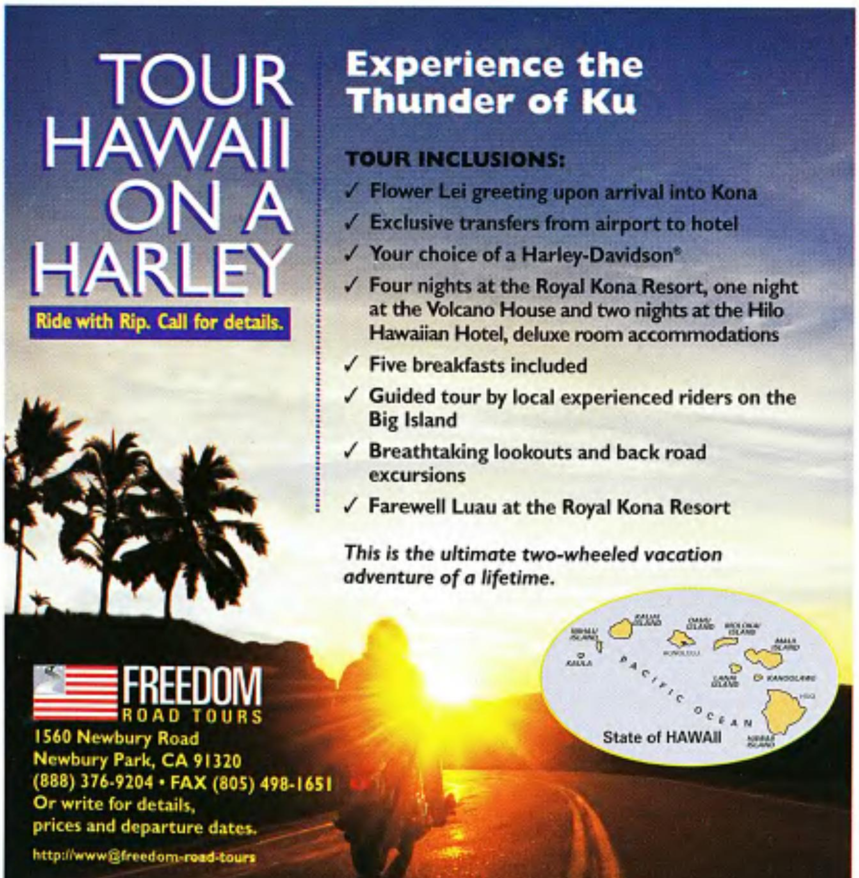
More Power
Boostin' Horses In The Shovel

OK, so now we've got everything fixed, rebuilt, pampered, painted, polished, and ready to ride. And ride I did. After the shake-down ride, I realized I didn't have as much power as I thought I should, and the decision was made to dyno it. Little did I know that it would come a lot sooner than planned! Just my luck ... I blew a head gasket.

It was time to make a few adjustments to the engine. I bought a 93-inch hop-up kit from S&S. It comes with everything you're gonna need, minus the heads and cases. I took her over to Scully and his dad, Len Brown, owners and partners →

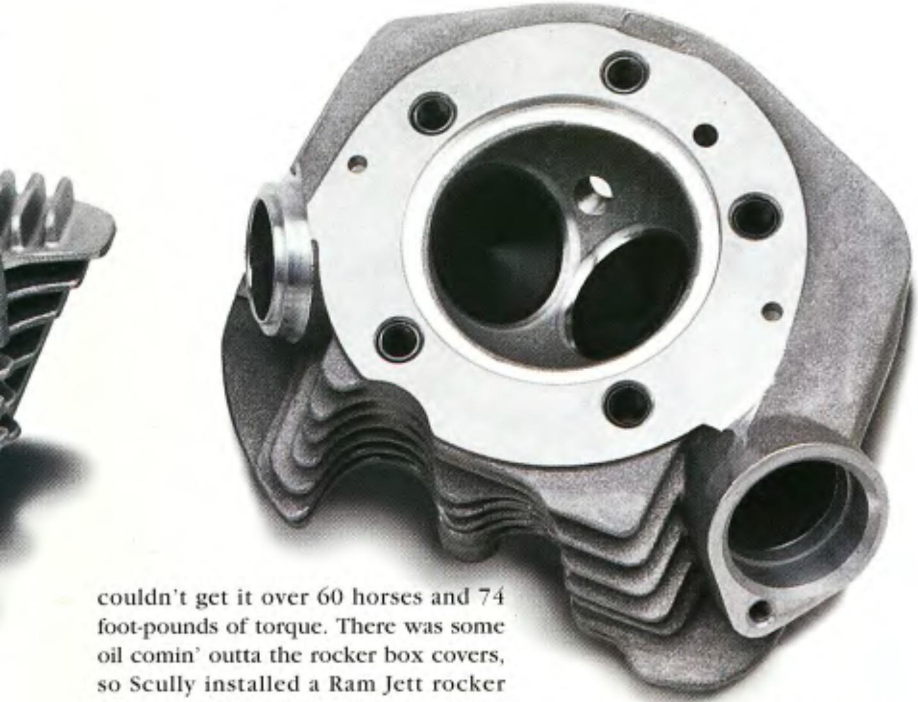
Scully hookin' up the dyno, under Jimmy's watchful eye.





of County Line Cycles in Simi Valley, California, to see what the engine would turn. Scully has a rep in this area for doin' really great work, on time, and at a fair price.

After a few runs on the dyno, we



couldn't get it over 60 horses and 74 foot-pounds of torque. There was some oil comin' outta the rocker box covers, so Scully installed a Ram Jett rocker adjuster kit. This kit holds the pushrod end of the rocker arm in constant adjustment with the use of a firm, springy, pre-loaded spacer, which eliminates the guesswork of rocker shaft shims and →

Top: New S&S heads for Shovelheads all ready to go. Bottom: Making sure everything's clean before installing the new heads.

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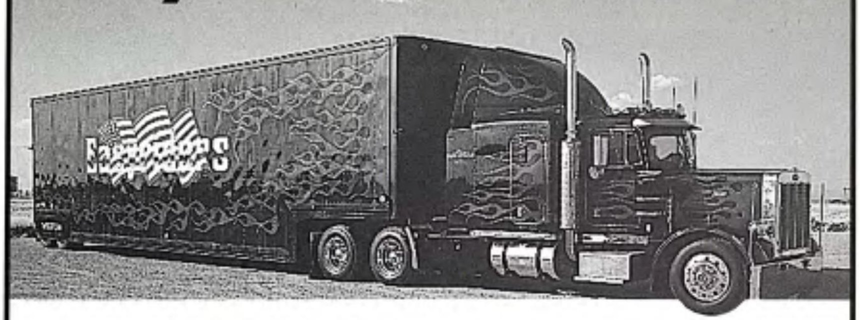

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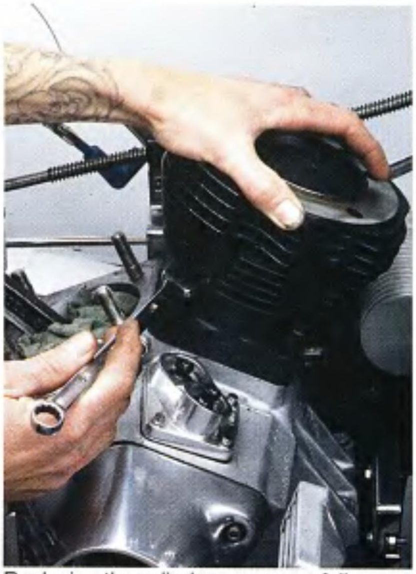
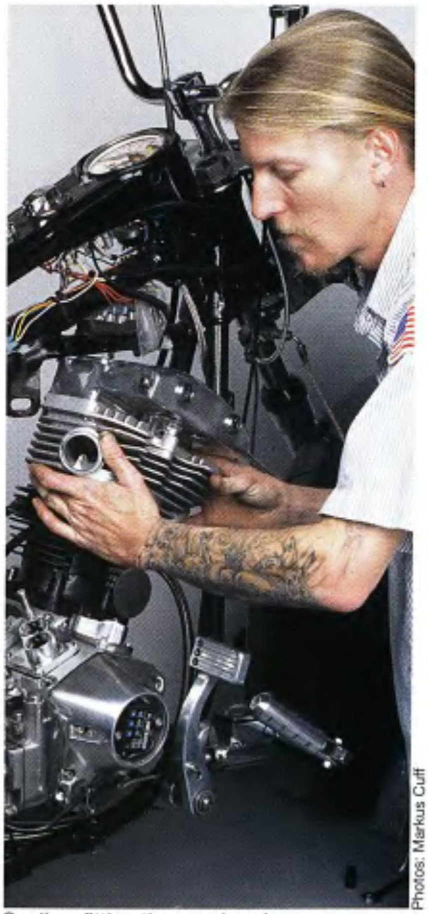


Replacing the cylinders, very carefully.

gives a clatter-free assembly, regardless of how hot the engine is run.

All set, and back on the dyno. *Boom!* Blown head gasket. These heads have been on the bike since 1976 and were due for a rest. So I broke down and got a set of the S&S Shovelhead heads, and a new set of rocker arms. Scully began his work on my heads while I tried to finesse a bike outta some manufacturer.



Photos: Markus Cuff

Scully refitting the new heads.

Always hand-tighten, then torque.

Half way home.

As ya'll know, replacing the heads may not sound too difficult, but keeping yourself focused on detail is essential. After removing your old heads, clean off the old gasket material on the barrels. Stuff a rag into the cylinders, to keep all the old crap from contaminating your system. Once clean, replace the gaskets with new ones, and install your new heads. The trick is to hand-tighten the bolts and then tighten with a torque wrench to specs using a star pattern.

Scully got off easy, insofar as these heads came complete with valve seats, guides, valves, springs, spring collars, keepers and guide seats installed. These heads are designed to readily bolt on and fit like other stock components. The heads typically flow 250 cfm at 25 inches of water at .600-inch intake lift. In other words, about a 25 percent increase over stock heads. Now Scully was willing to do all kinds of massaging and tweakin' to the new motor, but I was really anxious to see what she would do. I rode her around for about 800 miles before I brought her back to County Line. With the help of their number one dyno man, Jimmy, we put ol' Melissa up on the dyno to see the difference. I was very impressed with the fact that she pulled 78 horses and 90 foot-pounds of torque!

Scully and the guys at County Line did their job and continue to put out quality work. One of these days when the rain just won't let up, I'll take the ol' girl over there and let him "massage" a whole lot more outta her!

—Oil Can

Sources

S&S Cycle, Inc.
POB 215 Rt 2
Viola, WI 54664
(608) 627-1497

County Line Cycles
185 E. Easy St
Simi Valley, CA 93065
(805) 578-8830

TechTips

So You Want To Be A Harley Mechanic? Reflections Of The Experience

After six long months of brain-jamming bike knowledge, I took a month off and analyzed everything I've accomplished. AMI is not Harley sponsored, so you are not factory certified when you graduate. But you *do* receive top-notch training by very experienced instructors, AMI certification, help with job placement, an 800 number to talk with an instructor if you need help with something you're working on, and credits that allow you to come back and take a refresher course after graduating.

I've heard talk about one school being better than the other. Well, I can't say; I've only been to AMI. But there are AMI grads who own their own shops or work for factory race teams or franchised H-D dealerships, most of whom later became P.H.D. certified while working there.

Now that I've gotten that out of the way, I can tell you about my experiences. Looking back, I really enjoyed myself and made friends with people from all over the world. We formed a bond like military pals. I have a whole new outlook on people after learning to get along with 60 total strangers. I also made great friends with some Daytona locals. Lemme tell ya, Daytona Beach is one hell of a biker town.

Before attending the AMI, I thought I knew quite a bit about motorcycle mechanics. Now that I've graduated, I can honestly say I didn't know shit and most of what I *did* know was wrong. It's damn nice to discover the correct way to fix Harleys. Don't get me wrong, I'm not lead mechanic material (nothing beats experience). But after working under a good mechanic for a while, I'm sure I could be. I was told that we learned two year's worth of material in six months. I'm glad I took good notes and taped the lectures. It's a little overwhelming, but I've already surprised myself with how much I've retained. And if I need to know more, I can simply go back to my notes. I've already fixed some of my friends' bikes, and somebody always has questions or needs work done.

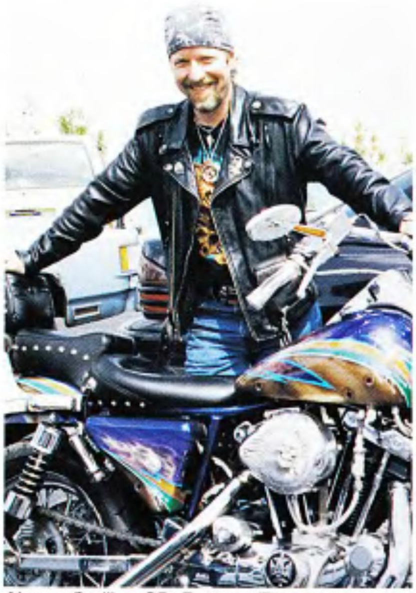
My class group was large (although within the legal limit), and there were some frustrating times when we stepped on each other's toes, or weren't able to find a tool or see a demo, but I still made the most of it. My questions were always answered, and if I needed help, I got it. Each instructor believes in what he's doing.

The material is the same as in a sponsored institute, just taught faster with longer school days (nine hours). There is enough equipment to build a bike from the ground up, and I would suggest bringing a basket case, a motor that needs to be built, or rebuilding your bike while at the school. This way, you get first-hand experience at engine building and have something to take home with you when you're done. I feel like I got more out of it by doing a lot of work on my own bike as well as doing my required tasks on the school bikes and motors. Even though a lot of assigned tasks were performed on my bike, I still received credit for my work. I made a step in the right direction careerwise and learned a shitload by attending AMI. I'm glad I did.

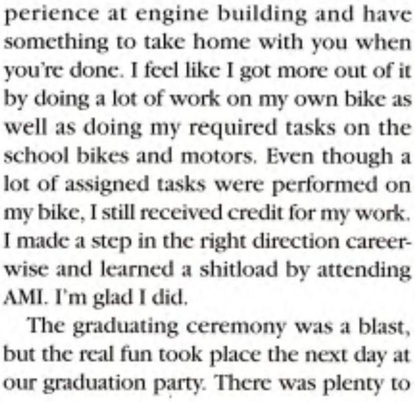
The graduating ceremony was a blast, but the real fun took place the next day at our graduation party. There was plenty to drink, good food and good company. We started a couple of rituals that just might carry on after we're done. First, we had the Jap bike sacrifice. Some fool actually rode it into the party. After filling it with holes we lit the heap on fire. Then we had the burning of our basic training T-shirts (we got cooler shirts when we got into the Harley curriculum, which we didn't burn). That was followed by more beer, more music, and more fun.

I'd like to thank Lamar Wilson for giving me the opportunity to take the course and Bandit for having the confidence in me to enjoy this educational adventure.

—*CD*



Above: Smiling CD. Bottom: The graduates.



Class ritual, burning the basic training shirts.

Photos: CD

Sources

American Motorcycle Institute
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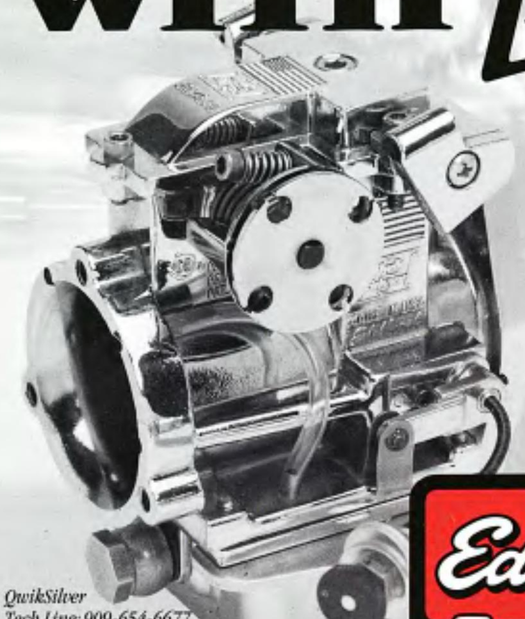

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TechTips

Cover Saver
How To Keep Your Outer Primary Cover Free From Kickstand Dings

When I first started working here, I got the task of sifting through reader tech tip letters for good ideas to print. Many of them had to do with the troublesome little rubber-bumper pads used on H-D outer primaries to keep the kickstand from dinging up the cover. Everyone had gripes and their own home-grown methods of fixing it, from glues to screws, to keep the damn things from falling off. Even so, no one ever offered a sure-fire fix. Of

Drag Specialty's kickstand stop.

course, the Softails eventually solved this problem with a redesigned kickstand that had the bumper built in to the stand itself. Either one you have, this next little tidbit should be of interest. Even the newer kickstand arms tend to break off, and you're right back to the nicks and dings.

OK, enough of this. What we have here is a super-cool idea that we should all have come up with way back when. Drag Specialties has this new kickstand lock tab that uses a built-in stop to keep your kickstand permanently off the primary cover. It is made from a 5/16-inch stainless steel plate and is highly polished (which is

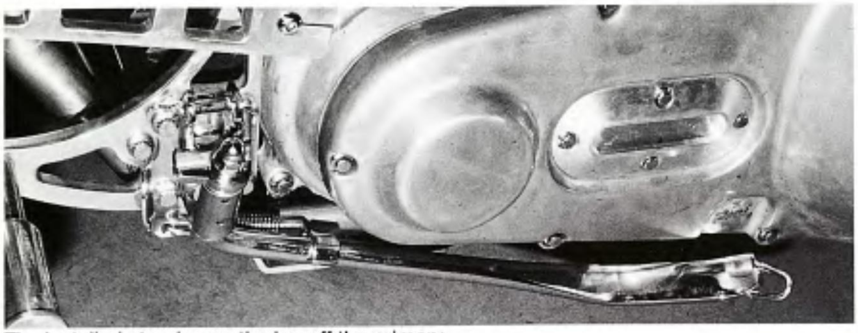
Adjust set screw.

Photos: Erik Falconer

the nice thing about stainless steel, because when polished, it looks just like chrome) for good looks. And a set screw and jam nut help you get the right adjustment.

After the piece is bolted on to the kickstand, the set screw can be adjusted to suit your taste, allowing your kickstand to retract completely, while never getting the chance to dig into your cover. This new part should be

Stop placed on stand.



The installed stop keeps the leg off the primary.

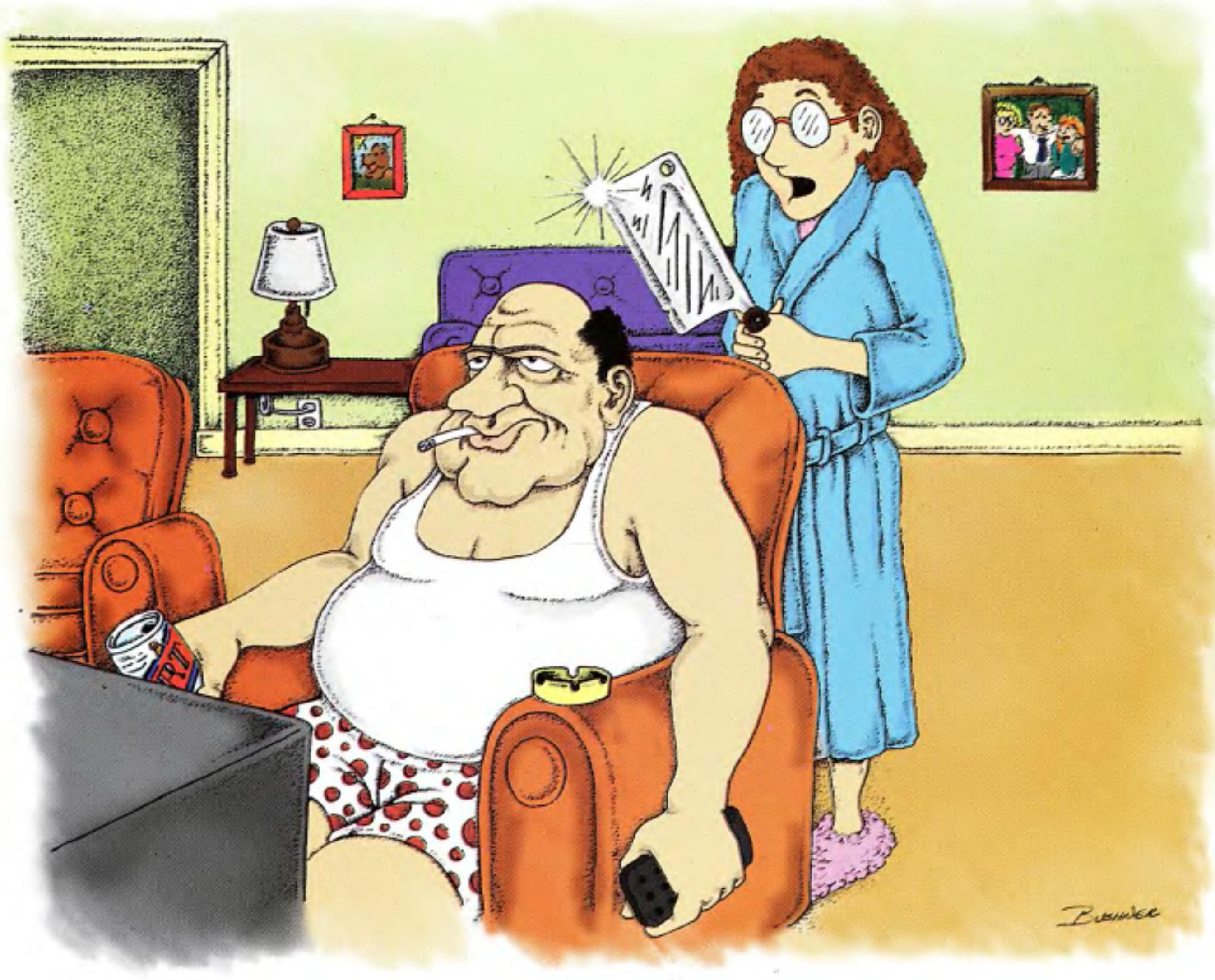
especially of interest to those of you out there with expensive billet outer covers and high-dollar polish or chrome jobs.

Actually, everyone can benefit from this new doodad. Since it was made to work well and also look good, it will add a nice custom touch to any ride. Here it made a nice addition to the stock-type stand and Billet Concepts forward controls. Available through Drag Specialties, this piece is part number DS-240211; suggested retail is $26.95. I hear many dealers are selling these items for less than that, so if you're interested, putt down to your local Drag dealer and tell 'em what you want. Besides, it's cheaper than searching around for a new cover, or dealing with the scratches until you have the time to fix or replace it, right? Thought so.

—Wordman

Source

See your local
Drag Specialties dealer,
and ask for
part number **DS-240211**.



"Well, Harold, if you're sure you'd rather watch wrestling ..."

Ancient Art, Modern Method
Tips For Tattooing Metal

In the rich repertoire of ways to beautify two wheels, engraving's got definite bluehairs. This tattooing for metal has been around since the iron age. It's an individual artistic talent, passed down from master to apprentice like sorcery, alchemy, even witchcraft. Today engraving and etching, a parallel process, decorate everything from fine cutlery to glassware to jewelry to weapons **(1)**. In engraving, a craftsman (or woman!) skillfully guides a series of hardened steel awls, gouges, groovers and chisels **(2)** of varying widths like a painter wields a brush. (In etching, acid or sand-blast, under the control of masking, does the work.) If tattooing looks good on your forearms, then engraving your motorcycle metal may be the next step. Here's a few helpful hints.

Sample the wares. Engraving is a personal expression, so look for an artist whose style you like. Most major custom shops have work examples hanging around and can put you in touch with a stable of sources. Many also sell pre-engraved bolt-on items **(3)**; that's another way to sample styles.

Classy camouflage. Engraving is a good way to improve the looks of a metal with surface defects. For example, early aluminum castings—rocker boxes, primary covers—may be too porous to take either plating or even polishing without noticeable surface pits. For these, **(4)** engraving distracts, disguises and enhances.

Keep up the contrast. For best appearance, surfaces to be engraved should be smoothed or polished first. That way, the fine marks will catch the light **(5)**. A fine scroll or filigree design can easily get lost in the rough surface of raw cast aluminum or iron. Engraving through already-applied color—like anodizing or powdercoat **(6)**—enhances visibility and contrast further. Plating over an engraved pattern gives a stand-out frosty look **(7)**.

Go for everything gradually. Small detachable items are good ways to start. Engraving is easy and relatively inexpensive on flat or simple shapes like caps **(8)**, covers, fender struts **(9)**, and inspection plates **(10)**. And these can be replaced if the desired effect is not achieved. For major, more complex contour items like crankcases, costs and risks mount. Keep in

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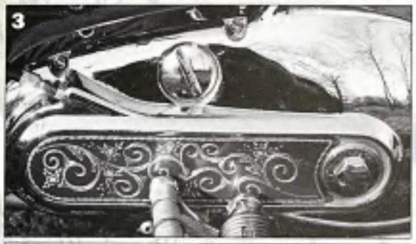
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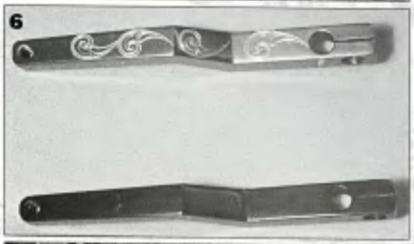
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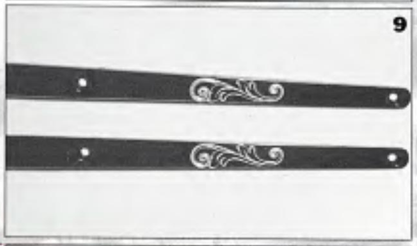
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Photos: Jake

mind that engraving—like tattooing—is basically forever. The marks can be removed later by grinding, polishing, even soldering or spray welding, but it's difficult and time consuming. So be conservative when it comes to genny, hard-to-replace NOS parts.

Tattooing tough stuff. Softer metals engrave better. Just as it's easier to whittle pine than oak, many engravers prefer to work in copper, brass or aluminum. The hardened bits will engrave mild steel, but keep in mind that mere pressure **(11)** guides these tools. Some engravers use automated tools, which help. The smooth surface of billet aluminum is an ideal palette. Engraving of stainless steel can be especially difficult, since the metal hardens as it is worked or rubbed.

Don't overdo. This is just my aesthetic opinion, but use the engraving effect sparingly. Keep in mind that H-D motorcycles are complex in appearance. Excess engraving can fight that look and overload spectator's minds. You want your motorcycle parts to look connected and complementary, not at war. One suggestion if you desire a lot of engraving: Go with a pattern of parallel lines and simple shapes to mimic engine finning. Or if you're sporting a flame paint job on your gas tank, flames along the rocker box might work. Circular patterns look good on circular parts like oil tank caps **(12)**; thanks to a unique rotatable ball-bearing vice in the engraver's box of tricks **(13)**, these are easier to produce than they look.

Safety first. Avoid engraving of parts that are critical, heat treated, or highly stressed in tension. Engraving marks, since they are scratches, can promote the formation of stress cracks. Things you may want to leave unengraved include fork tubes, axles, brake levers, triple trees, handlebars and risers, frames, cast or billet wheel spokes, brake disc spiders, sprockets and pulleys. Spacers and housings **(14)** can generally be done if there is plenty of wall thickness.

One parting benefit to this metal tattoo. Engraving does tend to grab dirt a taste more than a plain baby-arse-smooth, polished or plated surface. But, of course, that dingy road dust will just fall into—and accentuate—whatever nifty design your engraver dreamed up. Betcha never thought grime could be beautiful, huh?

—Jake

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SHIT HAPPENS!

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't have been better. On day two we rolled into the desert. I was out in front, feeling the heat of the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my

Bros Club card and made a call. I didn't know what to expect, but they hit me with a good attitude and told me to hang, for someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King for the trip to *Easyriders* of Fresno. The petcock was replaced and within two hours I was back on the road.

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ReadersRides

Tim O'Shea
San Diego, California
1974 FLH

To say that this motorcycle has undergone a few modifications is like saying the Titanic was a pretty big ship. Just about the only thing left stock on this ride is the rear swingarm.

Back in '93, Tim traded in his old truck for this bike and immediately proceeded to tear it apart.

"The tranny was cracked, the frame was broken right in the middle, and someone had used a cherry picker to try to straighten it out," Tim said about this "helluva deal."

Undaunted, Tim tore into the engine, replaced the tranny, and then went hog wild. The bike now sports a Santee frame, Cyclesmith handlebars, a BDL clutch, a RevTech tranny, and Thunderheader pipes, among other things. The engine is equipped with such choice parts as Branch heads, S&S pistons (4 1/4-inch stroke), S&S oil pump, an Andrews C-grind cam, JIMS tappets and tappet blocks, and an S&S carb.

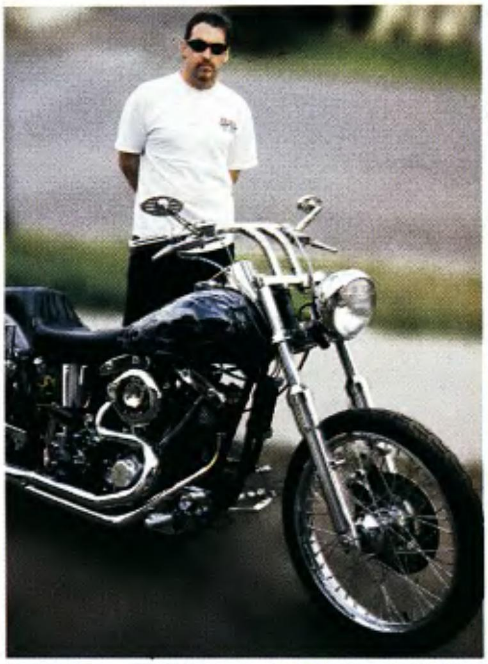
"I might have missed a couple of things," he said. "Oh yeah, like the front end. It's off a '93 Fat Boy."

For the past four years, Tim's been working at B&D Cycles, near San Diego H-D, where he enjoys the expert tutelage of James "Red" Pace and Mike Drennan. Red and Mike each made themselves a name in San Diego with their own shops before becoming partners in B&D.

The paint is by Droopy, a renowned underground tattooist, but Tim plans on painting it midnight forest green with ghost flames.

Oh, well, whatever floats your Titanic, bro.

—Red Baron



Photos: Lexis

ReadersRides

Nasser Taqi
Dubai, UAE
1995 Softail Springer

Dressed in his all-white traditional Arab robe and headdress, you won't find 22-year-old Nasser Taqi kicking up desert dust on a camel; they're too slow for his blood. Instead, you'll find him sand blasting on this '95 Softail.

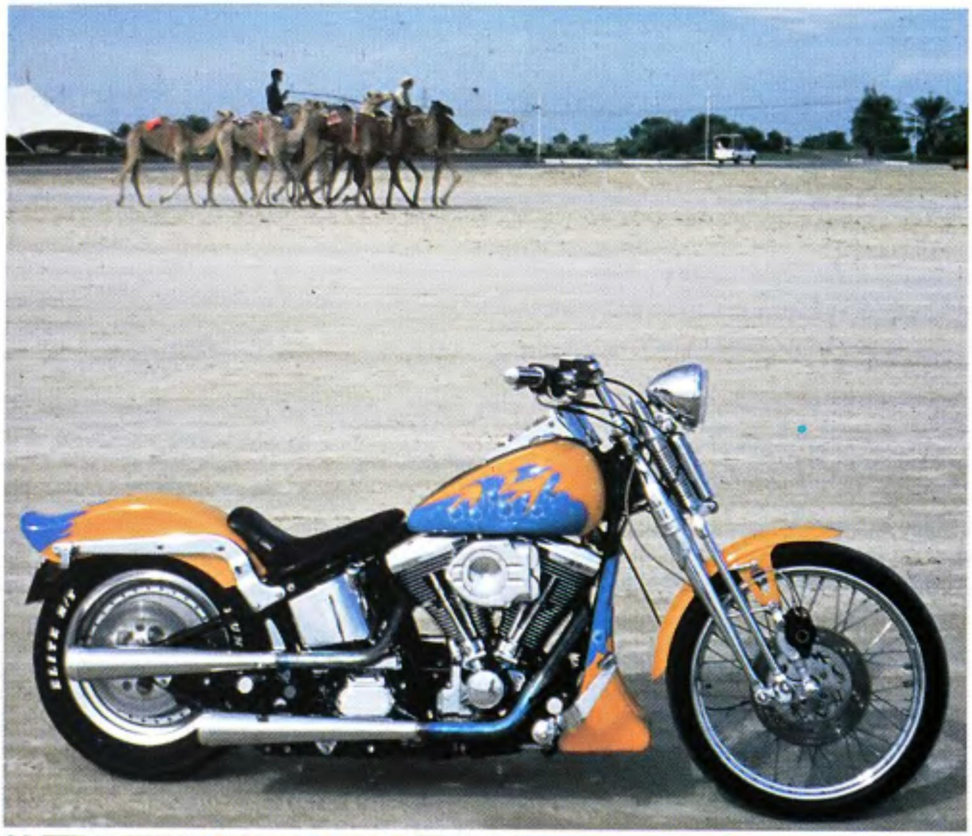
He also rides in his jeans and T-shirt, as he did the day he strolled into the Harley dealership for another weekly "ride out" with the Dubai H.O.G. Chapter. Some 50 Harleys took part and covered a distance of 120km along the desert freeways. They ended up, as usual, at a plush hotel bar for a pint of beer before ending the night back in town at the Metropolitan, a favorite waterhole where American ex-pats can listen to live rock bands or watch a baseball game.

The Dubai Chapter members are a big bunch of mixed nationalities, mostly from neighboring Arab countries, with some from the U.K., the States, and Europe.

Nasser bought his present ride from a friend. It was stock and painted black. Instead of leaving the bike as it was, Nasser decided to give the bike his own personality.

Customizing Harleys is becoming a way of life in Dubai. Nasser sought help and advice on color and design from an H-D art specialist, Knutt Troch, an Austrian, who visits the United Arab Emirates (UAE) twice a year to add eye-catching colors to members' bikes. Knutt applied the art work and paint job on Nasser's Softail, including his pudding bowl helmet. (They appear to be the most popular of helmets.)

The Softail was assembled by Abdul Aziz of Custom



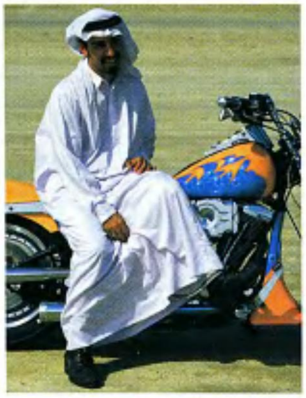
Photos: Richard Sowersby

Bikes in Dubai. The standard handlebars were replaced by drag bars with dog-bone risers. To add a little individuality, a custom-made wind mirror was included. (It was specially made in Dubai.) A set of Custom Chrome taillights and indicators were also added, and to add riding comfort on the single-seater LePera, a pair of forward footpegs were fitted. A set of aftermarket twin carbs and a single-fire ignition system were added to the engine. A Custom Chrome camel dung scooper sits up front.

Would Nasser barter his Softail for a few camels, or better still ... a harem?

"A harem? Now that is a tempting offer ... but a few camels!" Nasser exclaimed. "My bike is worth more than just a few camels. I'd rather keep the bike."

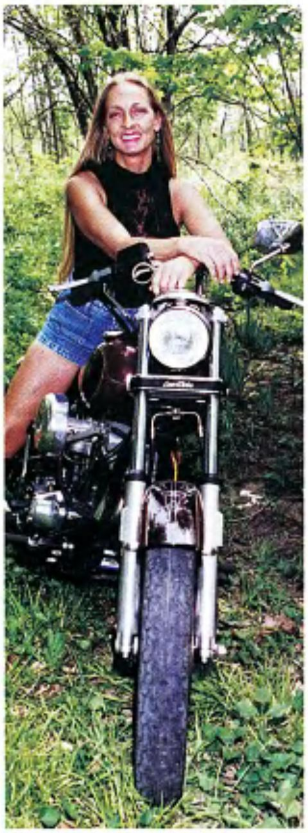
—Richard Sowersby



Mark & Laurie Fisher
Lafayette, Indiana
1983 FXSB

Spring has sprang, fall has fell, summer's here and it's hotter than hell! If you don't have a Model 74, solar-powered Kenmore frost-free cool hat, your pocket-mounted, sweat-operated ice panties are broken, and even your windchill triple-fluff beard cooler is broken, there are only three ways to keep cool: ride, ride, ride. Maybe there is a fourth way: ride real fast!

To ride to where the windchill factor (which doesn't work above 40 degrees Fahrenheit) can cool ya on a hot day, you need something fast. Enter "Ruby"—the loving name given to this kick-ass 1983 FXSB, redesigned by owner Mark Fisher of Lafayette, Indiana. Check out this lavish list of goodies.

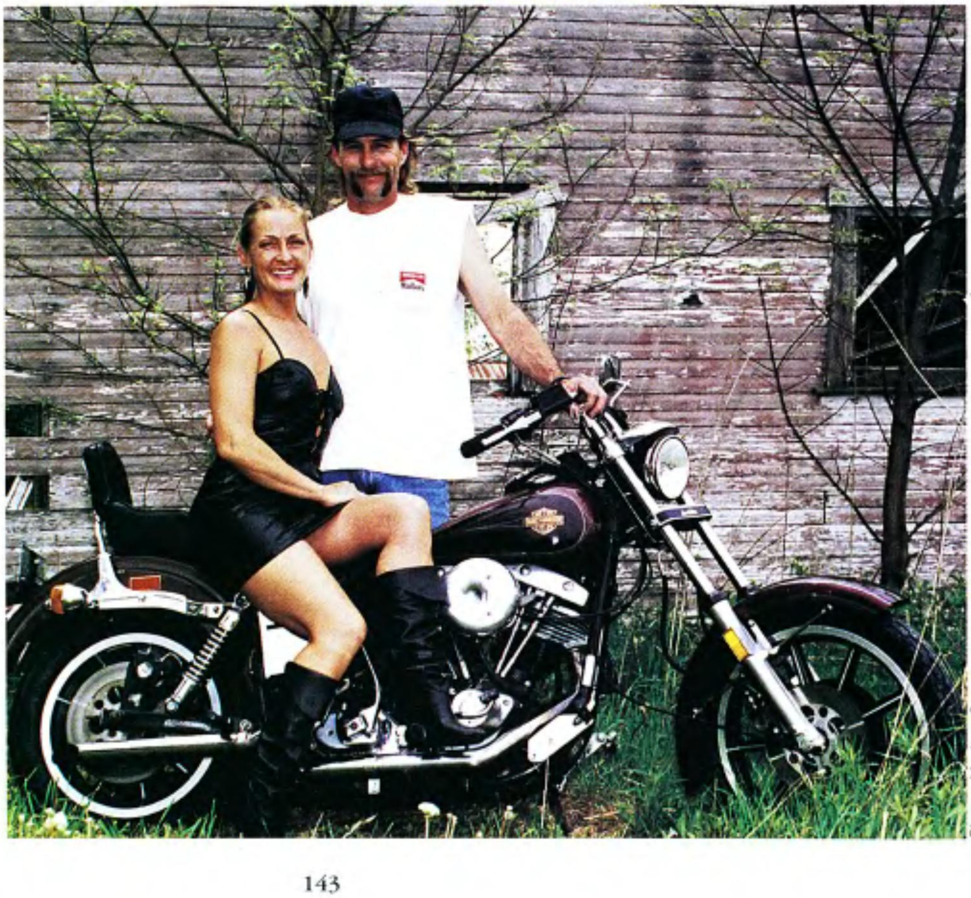


Start off with a 93-cubic-inch, all S&S-powered, Andrew-geared, Sifton-liftered, Leineweber L3-cammed, 2-inch drag pipe-no-mufflered, Charlie Haag-built motor, that has been burgundy painted, triple disc-braked, duel mag-wheeled, Avon-rubbered ... all right already, take a breath!

Sorry 'bout that, it's just that on a hot August day, you want to get things done with the least expenditure of effort possible, ergo the one-breathed tech list.

Anyhow, the too-cool-hat is tipped to Mark and Laurie Fisher for their bike-building expertise. A hot bike, on a warm day in Lafayette, Indiana, with tasty bugs to snack on, in a gentle breeze, on a smooth road over a lush green countryside. It doesn't get any cooler than this!

'Nuff said. *—Trash* →



Photos: Maelene Grenat

ReadersRides

Harold McCormick
Seattle, Washington
'95 Homemade Harley

Funny, it doesn't look like a 1995. Surprise, surprise—if you put it together yourself, from all the best parts, then go to register it, DMV considers it a *new* bike. It gets registered by the year the frame was made, which, in this case, is a 1995 2-inch stretched, black powder-coated Paughco frame. So there!

Anyhow, for all intent and purpose, this scoot is better than a new bike. It was temporarily painted the Krylon Rattle Can California Red you see here, but now sports a deep black paint job.

The 96-inch motor, built by Ray Leffard of Rolling Thunder in Seattle, sports STD cases, which were cut for a big bore, and filled with an S&S lower end with a Sidewinder kit. A Leineweber L3 cam pushes VelvaTouch lifters through Crane roller rockers in steel inserted and shaved STD heads tubed by an S&S oil pump from a Paughco oil tank. An S&S Super "G" carb was jetted-up to suck it in, and a set of one-off pipes were made by Darwin of Seattle to blow it out. A Cal Products alternator (taking the place of a generator) charges the battery.

The Andrews geared tranny puts the power to the Continental tire solid rear wheel to easily lift the 1949 2-inch-over adjustable Forks by Frank and the Akront stainless steel spoked star front wheel off the ground.

I'd like to tell you about the Mustang seat and gas tank, or the owner-built front fender. Or even about the 1950 and 1958 Panhead choppers Harold sold to put this $12,000 bike together. I'd really like to, but, unfortunately, I'm outta space ... so I can't. Sorry.

—Trash

Photos: Harold McCormick

"C'mon, kids! Help me push-start the old man."

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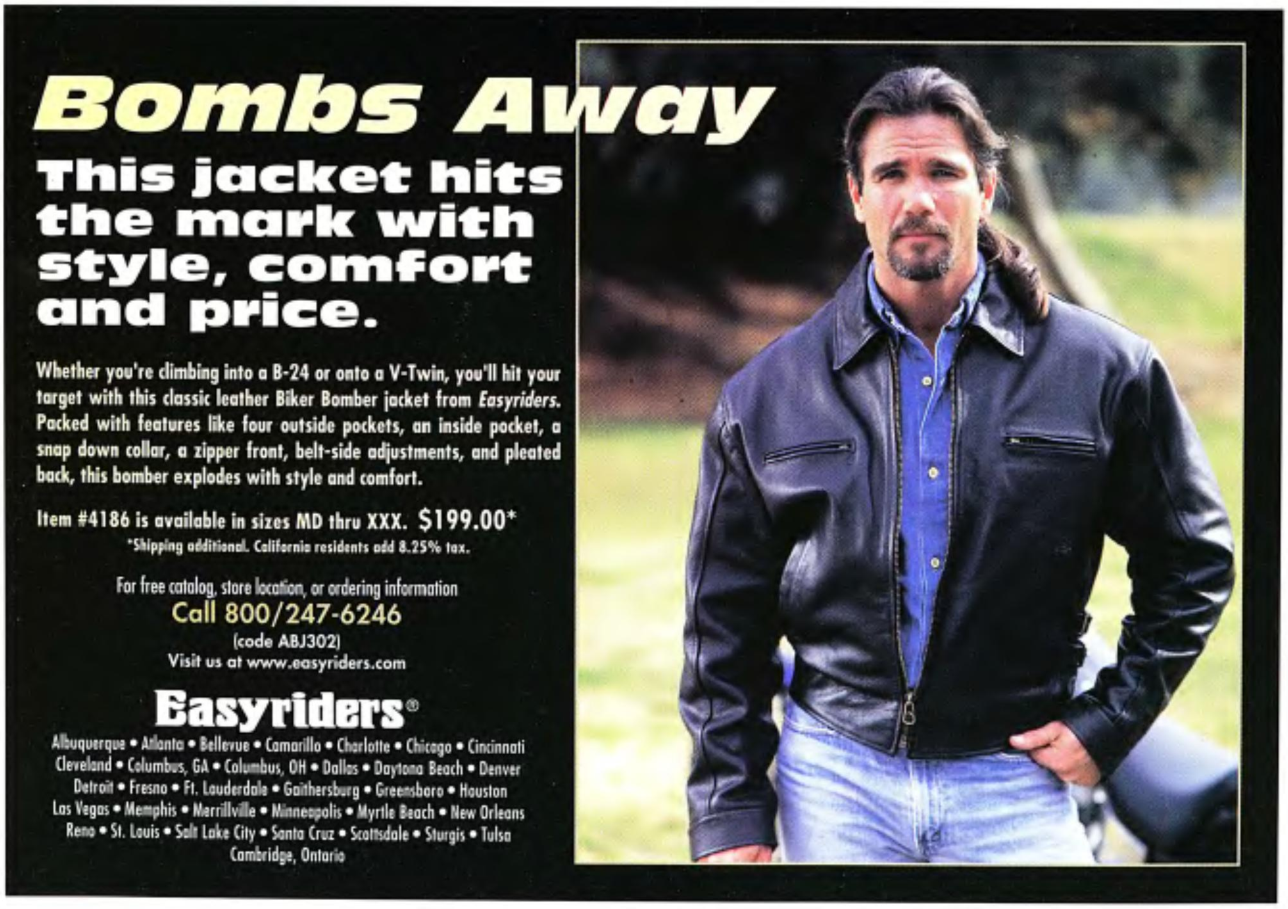
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SWEEPIN' THE STREETS OF ARIZONA

Bourget's Chopper

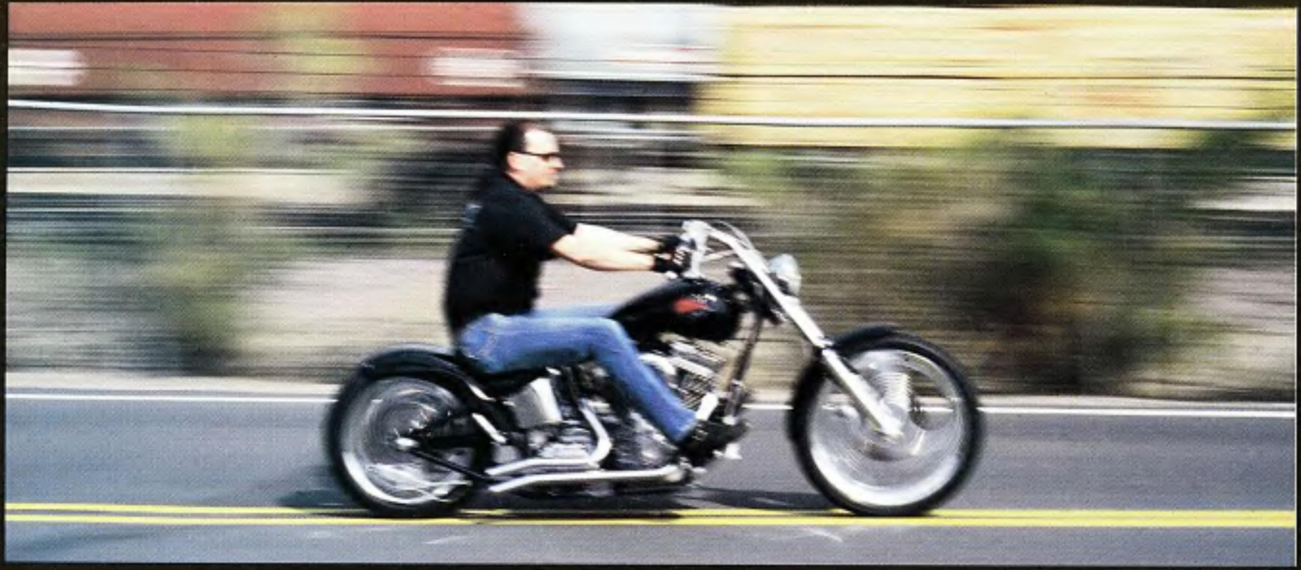
Once again, we travel to the great state of Arizona to take a look at another manufacturer. You may have heard of him ... Roger Bourget. We've heard all kinds of mispronunciations of his name, from the really fancy Bore-chay, to Burr-jet, to "that guy in Arizona." So now the world will know, it's pronounced Bore-GET. Yup, nothin' fancy on the name, he saves all of it for the bikes he builds. If you happened to get yer hands on the *Easyriders* New Model Guide this year, you've already seen some of his work. If not, go out and get one, dammit! In the meantime, take a look at this.

Roger and the rest of his staff have been building ground-up custom motorcycles out of their Phoenix location for more than 13 years. Although he is still trying to cut through all the government red tape to get his EPA approval, he's been a licensed manufacturer for the last four years. Bourget's Bike Works designs, engineers, and manufactures some of the most mind-boggling styles known to man. If you don't believe me, pick up the September issue of *Biker* magazine, and check out that chopper.

This model is the Streetsweeper, and as you may have guessed by the photos, the name fits. This scooter sits very low to the ground. Although this particular bike has a rigid →

frame, a Softail frame is also available for this model. However, you can't call yourself a true chopper rider unless you ride a rigid! At least that's what they tell me anyway. They also say that if your scoot has a raked and stretched front end, and you're runnin' forward controls, you can't keep it in a good line through a hard curve. Although there are some that have proven this point, this is not the case with the Streetsweeper.

This Streetsweeper has a 38-degree rake, a 3-inch stretch, and forward controls, and there was absolutely no problem getting it to hold a line. In fact, with the engine setup this scoot has, it was surprising how well it handled in the turns. Powered by a Bourget's balanced and blueprinted 94-inch S&S engine with Super E carb, .561 lift cam, and Dyno Power shorty drag pipes, this bike



hauled ass. However, Roger and his staff thought it could do better. So, they decked the heads .030 inches and now this Streetsweeper puts out 98 horses and 110 foot-pounds of torque.

Contrary to popular belief, Bourget's Bike Works manufactures a complete line of motorcycles that almost everyone can relate to in cost and styling. For example, for $18,500 you can do your part to keep the roadways clean on your very own Streetsweeper. Not a bad price for what ya get. Bourget's currently manufactures eight different styles and, utilizing one of their 12 different styles of frames and a huge list of quality components, you can customize any one of these models any way you want.

Prices on these bikes range from $18,500 to $43,000, depending on your style and specs, and they can be delivered within a 12-week period. Bourget's has dealers in Colorado, Indiana, Ohio, New Jersey, and New York. Bourget's will sell retail direct from Phoenix if you can't find a dealer near you. For more info on the Streetsweeper, or any of their other models, contact Bourget's Bike Works, 1433 N. 26th Ave., Phoenix, AZ 85009, (602) 278-1699.

—Oil Can

BN686137
LD LMT 215500
LT WT 47500
COIL CAR

BN686137

Owner: Bourget's Bike Works (BBW)
City: Phoenix, Arizona

General

Fabrication: BBW
Year and make: 1998 Rigid
Model: Streetsweeper
Assembly: BBW
Chroming: Concours Polishing

Engine

Year/model: 1998 Evo
Rebuilder: BBW
Ignition: Crane Hi-4 dual-fire
Displacement: 96 cubic inches
Lower end: S&S
Balancing: BBW
Pistons: S&S
Cases: S&S
Heads: S&S/decked .030 by BBW
Cam: S&S .561
Lifters: hydraulic
Carb(s): S&S Super E
Air cleaner: S&S
Pipes: Dyno Power Shorty Drags

Transmission

Year: 1998
Shifting: 5-speed, Andrews gears
Engine sprocket: 24-tooth
Trans sprocket: 32-tooth
Wheel sprocket: 65-tooth

Paint

Molding: Deano's Body Works
Painter: Deano
Color/type: gloss black/Spies Hecker
Special paint: Streetsweeper logo

Frame

Year/builder: 1998 BBW
Type: rigid chopper
Rake: 38 degrees
Stretch: 3-inch in backbone

Accessories

Bars: BBW chopper bars
Handlebar controls: JayBrake
Fender(s): BBW
Headlight: Bates 5 3/4-inch
Taillight: BBW LED license plate bracket
Pegs: BBW
Foot controls: forward BBW
Gas tank: BBW Ultimate chopper style, steel
Oil tank: H-D Softail
Oil system: S&S/Perform oil cooler and filter
Primary cover: Delkron inner/ Harley outer
Seat: Le Pera solo
Mirrors: none
Grips: BBW

Forks

Type: 41mm wide glide
Builder: BBW
Special features: BBW triple trees

Wheels

Front

Type: BBW
Size: 21-inch
Rim width: 2.125-inch
Tire: Dunlop 90/90/21
Brake: JayBrake 6-piston

Rear

Type: BBW
Size: 17-inch
Rim width: 5.50-inch
Tire: Dunlop 190/50/ZR17
Brake: JayBrake 6-piston

Photos: Paul Martinez

MAN, THAT'S A GREAT BIKE BUT THE PRICE IS A BIT STEEP
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ON THE INSIDE?
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TOM WOLMANN

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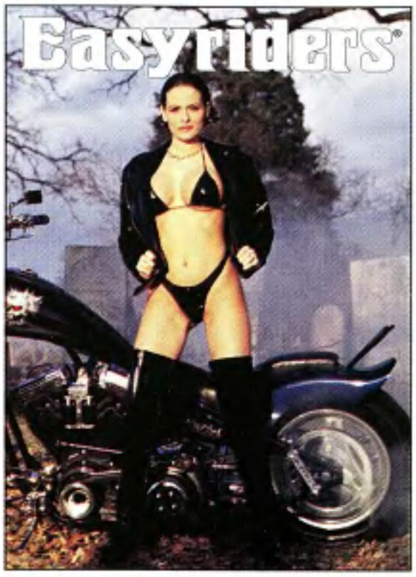
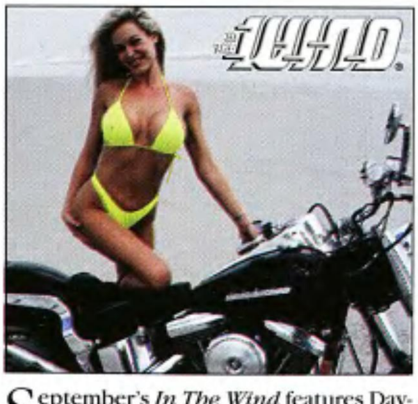
Coming At Ya

Get ready to take that long shot gamble as *Easyriders* rolls the dice at the Laughlin River Run to bring you all the crap-shootin' coverage. Check out Ron Simms' incredible Camel Bike and some of the slickest scoots this side of summer, like the street screamer you see here. You'll get an exclusive update on Harley's two-cam engine, straight from the lips of H-D's Steve Piehl. Our super September issue also brings you a behind-the-scenes peek at *Easyriders* hot! hot! hot! calendar girls as well as leg-wettin' fiction, a mouth-waterin' morsel from David Mann, a road-worthy Tech Tip from Rip involving plastic (ya won't believe it). Also get the scoop on street cams and a whole lot more. The September issue is more fun than being kicked in the teeth with a steel-toed boot. Honest! Grab one now. *On sale July 28*



Hot enough for ya? Well, August's *Biker* ain't gonna cool ya down. You'll see a whole lot more of this cactus cutie, fiery scoots, summer events, and lotsa naked women and half-baked shit. *On sale now*

This dream machine is just one artist's knightly vision of the kind of cutting-edge customs you'll regularly see in *VQ*, the magazine for the cycle connoisseur. Check out the October issue. *On sale July 21*



September's *In The Wind* features Daytona Bike Week '98. If you were there, chances are you're in here. This pic is just a sampling of the bikinis, bikes, and bashes that await ya ... *On sale now*

Blast into September with the latest *Quick Throttle,* featuring full-throttle Daytona racing action, four high-performance putts, and techs on the Keck motor and Mikuni manifold. *On sale now.*

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July 3, 4, 5, 1998
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(I-84 to Hwy 17 West, to exit 120)
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A.C.C.W. Professional Wrestling
July 10, 11, 12, 1998
Marathon County Fairgrounds
(I-39 (I-51), to exit 92)
Keene, New Hampshire
A.C.C.W. Professional Wrestling
July 17, 18, 19, 1998
Cheshire County Fairgrounds
(Rt. 101 to 12 South)
Prospect, Pennsylvania - 8th Annual
A.C.C.W. Professional Wrestling
July 24, 25, 26, 1998
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)
Fowlerville, Michigan - 6th Annual
A.C.C.W. Professional Wrestling
August 14, 15, 16, 1998
Fowlerville County Fairgrounds
(I-96 to Fowlerville exit, go North to Grand River)
Kankakee, Illinois
A.C.C.W. Professional Wrestling
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